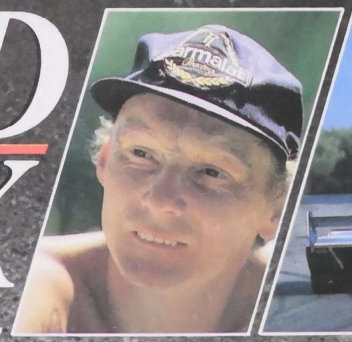
GRAND PRIX

INTERNATIONAL



BRANDS HATCH 1000 KM

BRITISH GP

Prost/Lauda - showdown
Tyrrell - the end?

CASE HISTORY

Lauda press-book

Nº 86 - AUGUST 2, 1984 ◆ GREAT BRITAIN £ 2 - CANADA $ 5.00 - U.S.A. $ 4.50 - GERMANY DM 7.20

THE TRUE TEST OF A FAST CAR IS HOW WELL IT PERFORMS SLOWLY.

A traffic jam is no respecter of exotic sports cars. Choked with frustration, they are best driven fast or not at all.

Not so the BMW 635CSi.

It's certainly fast: it can reach 60mph in only 6.9 seconds and has a top speed of 140mph.

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Because with every turn of the crankshaft a computer adjusts the mixture of air and fuel as well as the ignition timing.

This means you always get the most out of the six cylinder engine: the most miles per hour and the most miles per gallon.

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THE BMW 628CSi COSTS £19,275. THE BMW 635CSi COSTS £24,995. DOE FUEL CONSUMPTION FIGURES FOR THE 635CSi 4 SPEED AUTOMATIC: URBAN: 19.1 MPG (14.8L/100KM). 56 MPH: 41.5 MPG (6.8L/100 KM). 75 MPH: 32.5 MPG (8.7L/100 KM). PERFORMANCE FIGURES SOURCE: MANUFACTURER/MOTOR. PRICES CORRECT AT TIME OF GOING TO PRESS. INCLUDE CAR TAX AND VAT BUT NOT DELIVERY OR NUMBER PLATES. INCLUSIVE DELIVERY CHARGE INCORPORATING BMW EMERGENCY SERVICE AND INITIAL SERVICES £198 + VAT. **FOR A BMW 6 SERIES INFORMATION FILE PLEASE WRITE TO: BMW INFORMATION SERVICE, PO BOX 46, HOUNSLOW, MIDDLESEX OR TELEPHONE 01-897 6665. FOR TAX FREE SALES: 56 PARK LANE, LONDON W1. TELEPHONE 01-629 9277.**

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COVER PHOTOS:
Asset, DPPI

Included in this issue: an advertising poster between pages 52 and 53, an 8-page advertising supplement numbered I to IV and V to VIII and a 2-page promotional flap.

PAGE 6

GRAFFITI

You thought he was a man of the world, well, he isn't. Once a year, "Boisterous Botsford" goes back to his homeland. He is British, whether we like it or not. And treacherous into the bargain. More than ever.

PAGE 10

PADDOCKS

The Tyrrell affair is having the same repercussions on the sporting field as the Profumo affair in British politics... Spare a thought for those who won't be going on holiday as a result of the fiasco.

PAGE 12

THIRD DEGREE

He was attacked in a recent book, as was his pal Balestre. In fact Bernie Ecclestone is the discreet king of F1. *"Does my client look like a rogue, my lord? Does he suffer from nervous twitches?"* That's how his lawyer defended him in court. These proceedings instigated for slander only brought him in one miserable French franc. Here he replies to Unbribable Botsford's varied and crafty questions (see editorial).

PAGE 14

BRITISH GRAND PRIX

Leitmotif of the year - the race was stopped. Jacky Ickx' role portrayed this time by a Brit. Lauda here plays the winner, catches up with Prost and now toys with the idea of becoming a three-times world champion. Diamonds are forever.

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BRANDS HATCH 1000 KM

Just a week after the F1s here come the Group Cs. Between these two weekends at Brands we called back our special correspondents. They would have set up home there otherwise!

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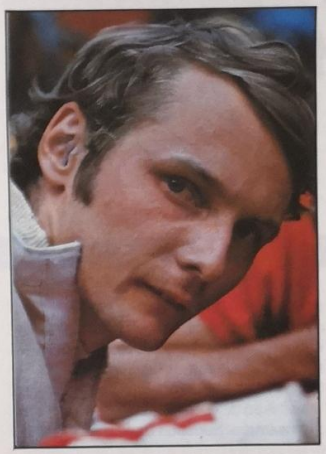
CART: MEADOW-LANDS AND CLEVELAND

"I've never seen a CART race," Bernie Ecclestone told us. If he's a regular GPI reader, he'll at least have seen some pictures!

PAGE 80

PETER GETHIN

September 1971: The unknown Englishman's Yardley-BRM won the fastest-ever Grand Prix in the history of F1, just the tiniest fraction of a second ahead of the Cevert-Peterson duo. That was at Monza. Today Gethin's a team manager and he hasn't won anything since. Perhaps his driver, a certain Mr Senna, will infect him with the thirst for success.



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NIKI LAUDA PRESS-BOOK

What a career! He began racing in F1 in 1971 and since then there's been no stopping him. How many records is he intending to beat? Whose? Stewart's? Or more world titles than Fangio? Anything is possible.

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POST SCRIPTUM

If sun, surf and sea are getting to be a drag, see what you make of this...

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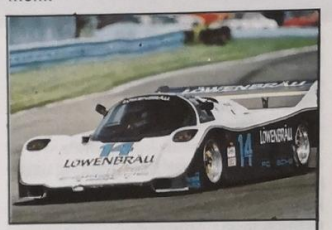
IMSA WATKINS GLEN

Things are really happening over there in John Bishop country. If it wasn't for us, you'd know next to nothing about them!



PAGE 96

SAREL VAN DER MERWE

This South African hasn't been boycotted yet. It's not his fault if he was born in Apartheid country. This eclectic driver won at Daytona a fortnight before he went on to compete in the Portuguese Rally. What about F1?

PAGE 102

COMING UP IN GPI...

Graffiti

I could of course haul out all the clichés about that which divides England and France. Besides the Channel, of course, and its sempiternal tunnel. If all the moles inside British Intelligence were digging that chunnel, it would long since have been completed. I bring that up because it's part of the national pastime of the nation: *"The British,"* one American said to me, *"must be in seventh heaven: they have managed to combine spying with what they really do best, which is gossip."*

You could say that with the British Grand Prix going on all about us, Franco-British amity, always a delicate plant at best, was severely shaken by the goings-on over Ken Tyrrell. He was, after all, locking horns with a French adversary — and what a formidable

JEANNE D'ARC WAS AT LEAST BURNED IN FRENCH!

one is our dear President, Jean-Marie Balestre who was by the time he reached England, armed with dire legal documents and excommunications, the richer by one franc for having won his damages against (the British would find this a rich irony) one of his own (i.e. French) journalists for alleging, falsely, that there were unsavoury sides to the F1 business. When Jean-Marie took on the British on the same subject, it was with Nick Britten, the doyen of British motoring humourists, whose column, *Private Ear*, was some years back devoured by us all, and Balestre won hands down. Nick's journal said it could not possibly afford a journalist who said wicked (if funny) things in his column; it promptly sacked him. M. Dubreuil is clearly made of sterner stuff.

Which is why, when Ken Tyrrell appeared at his press conference at Brands and held all those little lead balls up to ridicule, the Brits to a man laughed with him: how could any man on the other side of the channel possibly have any other motive in attacking a true Brit — which Ken is, witness his village cricket game and other such frolics — but one of dastardly politics. *Le bluff* and *le fair play* are well-known aspects of British life. *Les britanniques* defeated the Argentines with exactly such a combination of tactics. *Le bluff* does not always work against wily continentals, but *le fair play* always gets them.

In the good old days, when bluff, handsome, ruddy-cheeked Sir Clive Bossom was running the affairs of FISA (he did look quite splendid in his blazer, his after-shave was always immaculate) no one ever questioned *le fair play*. The true Englishman has probably held it against M. Balestre, ever since his ascension to the FISA throne, that the pores of his skin seem enlarged, that his gestures are too broad (not to speak of familiar) and, worst crime of all, that in hot climes, or on sticky wickets, he is always seen bedewed with *la transpiration*. Sir Clive never sweated. There you have the difference.

Sir Clive was about the paddock at Brands, and suddenly one was miraculously transported back to the days when it was racing that counted and not 4-Methyl-2-6-Ditertiobutyphenol. Old hands at Brands were reminiscing about the days when a certain driver put it about that he had a secret ingredient which would make his car go exceedingly fast. Said ingredient was kept in bottles, wrapped up in newspapers, poured into the tank and occupied many pages of learned analysis in Britain's noted sporting press. Hushed were the million as they awaited (eagerly or with yawns) the results of the tests to be taken of the offending additive to the fuel. It turned out that the driver in question had that other unmistakeable British characteristic, *le sense d'humour*, something rather lacking in the sport today. For, when examined, the fuel, a dark purple in colour and sweet in odour, was found to contain nothing more offensive than Ribena. Ribena, *mes amis français* (you supply

COGNOSCENTI KNEW ON ARRIVAL AT BRANDS THAT SOMETHING DIRE (AND FRENCH) WAS AFOOT.

the accent), is as we say in England, an 'orrid drink. It tastes like grapes and is fed to *les enfants siques*. Apparently we had flourishing vines in England during the Roman conquest, but that was long ago. Now we have Ribena and Babycham. Since France won back Bordeaux, they have the wine.

Yes, it is true, English cuisine leaves something to be desired. That is probably why the English, when they go to France, avoid anything in a sauce; they understand only *le gravy*. To make gravy, you take what's left in the pan after you've killed the beast once and then burnt it to a cinder, pour in flour and water, stir and serve with a seasoning of Bisto. I will not try to tell my French friends what Bisto is. In the same way, the general impression is that when the French visit these grey shores, what they eat is the blood of Englishmen, avoiding *les bangers, les œufs au plat en margarine, les baked beans* and other such traditional motorway delicacies.

On the other hand, the English are clever in other ways. They managed to avoid a German invasion in 1940 by the simple expedient of turing all the signposts the wrong way round. Hitler's legion, trying to send their panzers from Little Frump to Huch Thump or Thackwell Parva wound up, one and all, among the invalid carriages at Eastbourne or went back to the Nürburgring to regroup. In much the same way little England baffles France with its language. For sheer British bravery, could anyone imagine a situation more desperate than that facing Mr. Tyrrell in the heartland of the Place de la Concorde : a document *in French*? Enough to make the boldest quaill Jeanne d'Arc was at least burned in French! What well-born Englishman would imagine such a mean and deceitful trick as to present a document in a language other than English? Ah, language stands between two great nations. Carlyle, writing about the French Revolution (the first one, not M. Mitterand's), wrote that *"France was long a despotism tempered by epigrams."* I must say epigrams were not thick on the ground in the Formula One paddock. I can only in fact think of two that I heard, and neither of them is particularly distinguished by pith. One was from Sir Jack Brabham who was seen pulling a metal trolley like some ordinary mechanic and commented, *"this is like the old days"* when in fact (because the English can also *tricher*, they can cheat and conceal their true purposes) he was simply bringing up the morning

HE KEPT ASKING ME WHERE HE MIGHT FIND THE 'BEAUTIFUL PEOPLE'

coffee urn; and the other came from not-yet-Sir Frank Williams who said he could remember when F1 was still a sport and added, *"I have to remind myself sometimes, I haven't thought of it that way in years."*

Cognoscenti among us knew on arrival at Brands that something dire (and French) was afoot, for there was Max Mosley, Mr. Bernard Ecclestone's erstwhile carrot-topped legal scourge, ready for a renewed session of French-bashing and positively rubbing his hands in glee. Unfortunately, after that first fleeting vision, no more was seen of the Red Max. Presumably he had taken himself to the Old Bailey or some such venue to argue Clause 48 of Article 1,322 of the Concord Agreement: the one that says to him who has, much shall be given, and from him who has not, everything will be taken away.

In the early days of the XVIIth Century, Francis Bacon wrote the very words I

JACKIE STEWART WAS AROUND IN HIS BLAZER AND TIE, FRESH FROM POTTING PIGEONS SOMEWHERE.

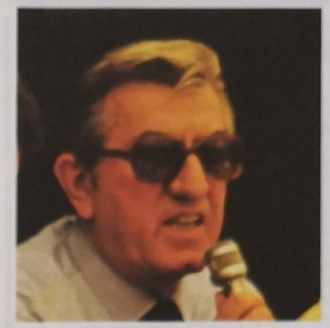
would have put on my gravestone: *"We are much beholden to Machiavel and others, that write what men do, and not what they ought to do."* It was also Bacon who said sagely of the law in which I was brought up, *"That laws were like cobwebs: where the small flies were caught and the great brake through."* The biography of Bacon said that when in 1576 he crossed the channel,*" the disturbed state of government and society in France afforded him valuable political instruction."* I cannot recommend that British team-owners should do the same. Bacon had one devil of a time in his own country: accused of taking a bribe, he was fined forty thousand pounds (say a million dollars), imprisoned in the tower and suspended from motor racing for a whole season.

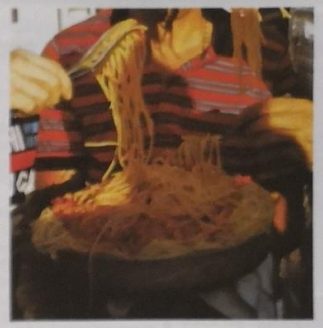
The British being a clement race, he actually only served four days, the king pardoned him his fine and in the fashion of the true British eccentric, Bacon brought about his own death many years later in this curious way. His life says, *"having been taken with a desire to see whether snow would act as an antiseptic, he stopped at a cottage, purchased a fowl, and with his own hands assisted to stuff it with snow."* He died of a chill some days later, lost his sponsors and raced no more.

My weekend was, though, far more enhanced by the visit to the track of my Sunday Times colleague, Mr. Stephen Pile, who is the paper's professional humourist. Mr. Pile had only the vaguest idea of what motor racing was all about: a paddock, for instance, was to him the sort of place where horses are led about by the nose, not a place where great and lasting deals are made; a garage he imagined as a place where one fills up on petrol; and throughout, he kept asking me where he might find the 'beautiful people'. I was not really able to enlighten him much.

Since James Hunt left the scene clad in a tee-shirt and on the soles of his feet, I have seen relatively few beautiful people. Of course, Jackie Stewart was around in his blazer and tie fresh from potting pigeons somewhere or other, but though I find the personage beautiful, it would be stretching a point to say the same of Jackie. Ken? I thought to myself. Bernard? Jean-Marie?

Now, had Stephen said 'poseurs', I would have understood clearly what he meant. There were a number of those about, but most of them were checking each others' fuel and filling up on little lead balls. *Le vice anglais*, don't you know, is to stand knee deep in muck, complain about the weather, muddle through and hope it all blows away. Preferably in the general direction of France. □





Keith Botsford

Lap 1 at Brands Hatch GP (John Townsend)

1985 ENDURANCE RULES

The FISA executive committee has decided on the main outline for the World Endurance Championship for 1985. Here, briefly, is what they have planned:

The global amount of fuel allowed will be cut down by 15 % for all categories (including IMSA), except for Group C2. The only fuel permitted will be that supplied by the organizers. Any car constructed after January 1, 1985, must be fitted with a steel roll bar and a foot pedal behind the front wheel line (in compliance with IMSA rules). Any cars built according to 1984 rules will be admitted during a transitional period lasting until December 1986. All restrictions concerning fuel consumption will be done away with entirely in 1986 provided that positive tests have been obtained from power-reducing mechanisms. These tests will take place before April 1, 1985, in collaboration with the constructors.

The global cutting down on fuel will certainly please the men at Porsche who believe that the so-called "power reducing mechanisms" will not give "positive results" anyway. Porsche knew what they were doing when they decided to invest in their electronic injection system.

It will be noticed that the 1985 fuel rules are exactly the same as those that were to be applied this year in Endurance before they were repealed at the Lisbon congress. Porsche protested hotly against this abrogation, and reacted by withdrawing their entry at Le Mans. They should now be happy with this decision.

HOSPITAL NEWS

Norfolk star Martin Brundle who was injured during practice at the Dallas Grand Prix hopes to be leaving hospital this week. The young Tyrrell driver has been receiving care for his left knee in which a bone had been broken. He should be back into F1 for the European Grand Prix at Nürburgring.

Johnny Cecotto who broke both his ankles at the Brands Hatch accident is in a German hospital. The doctors have declared that he will be able to walk again, but it is obviously too early to say whether he will go back to racing. Three cars destoyed in two Grands Prix is a lot.

Toleman will only be entering one car for Ayrton Senna at Hockenheim. Nothing has been decided on for Austria, but two Tolemans are down for Monza. Another driver will thus be seconding Senna.

Lastly, news on John Sheldon, the London dentist who was injured at Le Mans when two Aston Martins collided. He is being cared for in a London hospital specialized in severe burns. He has had skin grafts on his hands which have taken well. However the injuries to his neck and shoulders are still causing some concern.

TYRRELL - BAN WAIVED

Ken Tyrrell received a message from FISA at the end of last week, informing him that his ban has been waived until his appeal is examined. No date as yet has been fixed. The Tyrrell team will thus be taking part in the German Grand Prix at Hockenheim, and so it would seem, in all the remaining Grands Prix to the end of the season. FISA thus admits now, in spite of what was said at Brands, to Ken Tyrrell's appeal acting as a suspended sentence. This does not mean, however, that Tyrrell is cleared of the accusations that have been made against him. It will be the job of the FIA to decide that at the court of appeal.

THE BIG SQUEEZE

British photographer John Townsend was in quick with his camera during the pile-up that occurred during the first lap of the British Grand Prix at Graham Hill Bend. Apart from the very first part of Riccardo Patrese's slide, he didn't miss a thing. The Italian locked his rear wheels when he was squeezed by Jacques Laffite — not seen on this set of photos. Patrese got out of this sticky situation extraordinarily well, whereas Ghinzani somehow got through the tiny gap left open and avoided tangling. Philippe Alliot wasn't quite so lucky, and took along Johansson and Cheever with him. Gartner wasn't sure who pushed him straight into the tyre wall; if he takes a look at the pictures, he will soon find the answer to his question.

ENDURANCE CALENDAR 1985

The World Endurance organizers revealed their provisional calendar at Brands Hatch for 1985: April 14, Mugello; April 25, Monza; May 12, Silverstone; June 15 and 16, Le Mans; July 14, Hockenheim; August 11, Mosport; September 1, Spa Francorchamps; September 15, Brands Hatch; September 29 or October 13, Fuji; October 27, Sandown Park (Australia); December 1, Kyalami.

For 1985, Monza and Brands Hatch placings will only count for the Drivers' Championship. Donnington is planned as a substitute circuit. Another point is that Mugello's date on the calendar has been changed compared with this year and that Nürburgring has been replaced by Hockenheim, in compliance with a previously agreed plan to alternate each year.

DUMFRIES GETS LOTUS TEST

Very much in demand at present is Scots-born Formula 3 driver Johnny Dumfries, who has only conceded one round of the Marlboro-sponsored British championship and is also in contention for the European title.

Dumfries was Ken Tyrrell's first choice as a replacement at Brands Hatch for the injured Martin Brundle, before the FISA bombshell of Tyrrell's exclusion had been announced. Preferring to concentrate on his F3 objectives, the 23-year-old Londoner declined the offer.

He has, however, accepted an offer from Lotus to test one of the team's Renault-powered cars next month. "You have to remember what Martin Brundle and Ayrton Senna have achieved in their first season of F1 after dominating last year's British F3 championship", said Lotus boss Peter Warr. "As a British team, we also want to give an opportunity to a young British driver."

Johnny has been promised a full day with the car, although no circuit has been selected for the test.

The Alfa turbo was fitted to the M184 during the first qualifying sessions

MINARDI F1

Just before the British Grand Prix, the Minardi team presented the car which it intends to race in Formula 1 next year. The Minardi M184 was designed by Giacomo Caliri, an engineer who worked at Fittipaldi and ATS after his beginnings with Ferrari in 1967. Caliri is the first to admit that he hasn't broken any creative ground with his latest creation: *"Some people will say that it is similar to this or that F1 car, which I don't deny. My aim was to construct of a traditional car which would be competitive immediately. Therefore I took into account what my colleagues had been doing."*

The Italian designer hasn't had the chance to do any wind-tunnel testing yet, relying instead on his many years of experience.

The narrow rear section of the Minardi brings the McLaren to mind, with sidepods containing the cooling system for the two oil radiators. The rear in-board shock absorbers are mounted in a V configuration above the gearbox, the purpose being to keep them as far as possible from the elevated temperatures generated by the turbos which are at the back of the sidepods. The chassis is a combination of aluminium, honeycomb carbon-fibre and Kevlar.

Caliri wasn't really trying to save on weight — his car weighs in at 550 kilos — choosing instead to build a solid car. In his opinion, tubs which are made exclusively out of carbon fibre have less resistance to shocks. The Minardi chassis was executed without any outside help by the 25 members of the small Italian team.

The F1 project was financed by Minardi's F1 sponsors (Mose Generators, Resta Beds, etc.) but the team is still looking for 4 million dollars for the 1985 season. Giancarlo Minardi made the point that it's easier to find sponsors in F1 than in F2, and what's more he now has a tangible product to show eventual backers. The Minardi should begin a testing programme by the end of the season. To accomplish this, the team has taken delivery of Alfa Romeo turbocharged engines and intends to sign a contract to have those engines delivered throughout the next season. The Minardi will be using Pirelli tyres and might be driven in 1985 by Alessandro Nannini, who will be carrying out the preliminary tests. Minardi hopes to continue his activities in F1, or F3000, by giving his current chassis to another team. *"After four seasons in F2, F1 was a natural progression for us,"* stated Giancarlo Minardi.

STAR CHAMBER

A colleague of ours said at Brands Hatch that obviously our French and English editions would differ in opinion about the Tyrrell case. If we were writing in French, we would thunder about Tyrrell's 'cheating' and in English, accuse FISA and Jean-Marie Balestre of stacking the deck against a noble, hard-pressed honest Englishman. We pointed out, somewhat acidly, that while the French magazine of which he was editor might take up the FISA line (whose rule-book he had helped write and whose spokesman he often appeared to be), GPI would do what it normally does. Speak its mind. No forked tongues here, Sir.

The task is not an easy one, mainly because not all the evidence is in. The issues are exhaustively discussed elsewhere in these pages, and prima facie, there is no doubt in our mind that there is a case to answer. There was undoubtedly something besides water in the Tyrrell's tank. No matter that what was there was merely a trace; it was a trace of something , and that of which it is a trace is both dangerous and prohibited. That an additive was used we must, on the basis of the evidence so far presented, by both sides, believe to be a fact. The other charges, which concern ballast, are admitted violations of the rules. They are not such as to incur the draconian penalty imposed on the Tyrrell team.

Tyrrell was able to race at Brands because an English court ruled that FISA had violated natural justice by closing off other remedies before these (such as an appeal) were exhausted. Our dictionary defines 'natural justice' as "an innate moral feeling of mankind", and with its ruling, we agree. However great FISA's suspicions, there are procedures for dealing with evidence and rules of justice which allow the accused to have access to all the evidence he needs to defend himself, as well as time to prepare a defence.

Had the court spoken of the "innate moral feelings of F1", we might have expired on the spot from laughter. None such exist. Competition, not merely for success, but for the fruits of success (for which, read 'money') has long since atrophied sporting feeling in F1. Rule-bending is an admired aspect of our sport and practiced by all. It is equally true, however, that those who live by the Little Yellow Book of rules shall also die by it. It is FISA's job to enforce those rules. One must also remember why rules exist: to prevent anarchy, to guarantee fair competition and to enhance the safety of all.

Ever since the arrival on the scene of M. Balestre, Ken Tyrrell has been a thorn in his side, using the rules to challenge and protest whenever possible. Within FOCA, he has been no easier to live with. Thus, the condemnation unfortunately looks like a settling of old scores.

Our view is: (1) that the rules must be enforced and that FISA is the body which should do so; (2) that Tyrrell has made no adequate explanation of how substances that were not water, but were the constituents of an additive, found their way into his water ballast; (3) that the object of the rules is to discourage illegality and that a sensible body would — especially if its suspicions, as they do, go back to the beginning of the season — first warn, then double-check and only then sanction; (4) that the procedures used to punish Tyrrell smacked too much of the star chamber and of prejudgment to be seen as impartial and fair; (5) that the punishment, meted out instantly and belligerently, does not fit the crime on the basis of the evidence so far adduced; and (6) that new procedures ought to be found to deal with 'illegalities' quickly, efficiently and honourably without the appearance of politics which bring the sport itself into disrepute. No less so, we add, than cheating does.

F1 1985 CALENDAR

The FISA executive committee has retained 16 races for its 1985 F1 calendar. The final calendar will be decided on at the next executive committee meeting to be held next October. Here follows a list of the 16 dates and the organizing countries for next year's Grands Prix: February 3, Brazil; March 31, United States (Dallas); April 21, Portugal; May 5, San Marino; May 19, Monaco; June 2, Belgium (Spa); June 16, Canada (Montreal); June 23, United States (Detroit); July 7, France (Paul Ricard); July 20, Great Britain (Silverstone); August 4, Germany (Nürburgring); August 18, Austria; August 25, Holland; September 8, Italy; September 22, Europe (Brands Hatch or Rome); October 5, South Africa.

Two Grands Prix have been shortlisted, Curaçao (Dutch Antilles), and Australia on the Adelaide circuit. Other Grands Prix have disappeared from the ghost list in spite of their having dominated the headlines: Fuengirola, Budapest and New York. The idea of having three Grands Prix in one country (Italy, San Marino and Europe) has also been discarded with the FISA president rightly trying to defend the idea of having a world Grand Prix calendar for F1.

Whatever happened to the Japanese Grand Prix?

TYRRELL'S TURBO

Among the many fascinating revelations made at his Brands Hatch Press Conference — called to rebut the FISA allegations about Martin Brundle's car at Detroit — Ken Tyrrell announced that he would definitely have a turbocharged engine for 1985.

Regular GPI readers will recall that Tyrrell made a similar announcement last year, when he believed that he had made a successful bid for the "paying customer" BMW turbos that were eventually made available to Arrows instead. However, there is evidence to suggest that Tyrrell has already made a firm agreement with a still-anonymous supplier for turbo engines next year.

This agreement will obviously depend on Tyrrell's ability to attract sponsorship for his racing activities in 1985. If Ken wins the appeal which he has entered against the ban pronounced on his cars by FISA, as he is confident he will, it will be interesting to see what legal action is available to him against FISA for its allegations of wrongdoing.

Equally interesting were the proceedings of the FISA Excecutive Committee immediately following the Tyrrell decision. Normally, as a member of the Formula 1 Commission, Tyrrell would have had a vote on the commission's proposal to forget the "power restricting" fuel limit of 195 litres due to come into effect next January. But his team's alleged "sins" automatically disqualified Tyrrell from taking his place on the commission, which promptly voted an amendment to the 1985 rules enabling the existing 200 litre limit to be extended into 1985.

This vote makes nonsense of the FISA President's insistence that Formula 1 power outputs be reduced "with immediate effect". For the time being, drivers have not expressed themselves, but it is not difficult to predict a strong reaction, particularly in the light of Johnny Cecotto's serious accident during practice at Brands Hatch.

Ken Tyrrell

TEO FULL TIME IN F1

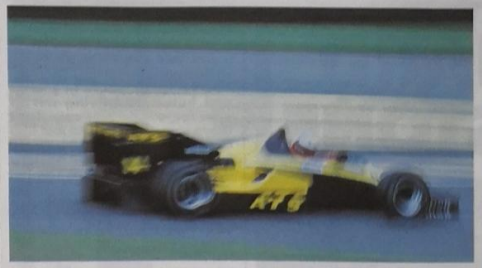
After much speculation, Teo Fabi has been released from his Indy-car contract with Forsythe Racing. Teo will now be able to complete the rest of the Formula 1 season with Brabham, where he feels his performances have suffered this year because of the constant travelling.

It has been noticeable so far this year that although Teo scored points for 4th place in the Detroit GP, he has been outshone by his

Teo Fabi

younger brother Corrado. Teo's departure from Indy-car racing leaves Corrado without a single-seater drive this year, after three GPs with Brabham.

Replacing Teo in the Forsythe Brothers' immaculate March Indy-car is Kevin Cogan, whose first race with the team (at Michigan, on the same day as the British GP) enabled him to hold the lead for several laps. Cogan, from California, has had a busy but not particularly successful Indy-car season this year.



Manfred Winkelhock (ATS)

TWO CARS FOR ATS?

ATS owner Gunter Schmid has announced that for the German GP at Hockenheim this weekend he expects to be entering two of his BMW-powered cars, with Austrian F3 driver Gerhard Berger joining ATS regular Manfred Winkelhock. FISA has already granted the necessary Super licence to Berger, who has some good results to his name after two years in the European F3 championship.

In his two and a half years as an ATS driver, Winkelhock has several times disagreed publicly with his boss, and once again they have crossed swords over the plans for Hockenheim. "I don't mind if Schmid tries to do this at Osterreichring for the Austrian GP," he says, "but it could be very bad for me if he insists on running a second car in Germany." Winkelhock says that the team does not have sufficient hardware or staff to run a second car without compromising the performance of the other. Schmid has previously attempted to run two drivers in his team, with marked lack of success. In eight and a half years of F1 competition, the ATS team has scored only eight world championship points. It is also noted for an unusually rapid turnover among its personnel, who are based in workshops at Bicester in the British Midlands.

SKELETON LIST FOR MOSPORT

The list of entrants for the Mosport 1000 km will almost certainly be the shortest both in quantity and quality since Group C racing began. There are two reasons for this: the first being the expense involved in transporting the teams to Canada in spite of the effort made by the organizers, and secondly, the race is held on the same day as an IMSA round and a Transam race. However, a few prototypes from the Canadian championship will be taking part. For the Group C race, fifteen cars will be going over — three works Porsches, with John Watson and Vern Schuppan bringing up the rear, two 956 Skoal Bandits, driven by Michael Roe, winner of the Dallas CanAm, in replacement of Boutsen who will be at Hockenheim, Sigala/Larrauri's Gaggia, a Kremer for Adams/Nierop/Fouche, one Lyncar, Helmut Gall's BMW M1, three Albas with their usual teams, the Grid Porsche with the Wood/Robinson team driving and finally a Gebhardt-Ford will be raced by three Canadians, John Graham, Craig Allen and George Schwarz.

WARWICK CONTINUES

Renault Sport has announced that Derek Warwick had signed a contract with the Régie to continue into the 1985 season. Peter Warr will probably not appreciate this piece of news very much. The Lotus team manager had plans for replacing Nigel Mansell with Warwick in his team. Patrick Tambay has not, as yet, signed on for a further year, but he will undoubtedly race for the same team next year.

Renault is one of the teams whose life was made even more complicated by the dockers' strike. Crossing the Channel was the problem, and so the Régie chartered the largest freight plane available from Airbus Industries, the "super Guppy". It was able to swallow up the Régie's huge trailer. It was a pleasant flight for all aboard, but when the plane landed at Heathrow, the plane's floorboards gave way. No damage was done, except that the articulated truck stayed in the fuselage a while longer than originally planned. The other continental teams had opted for less extravagant means of transport, for example, Ferrari, Alfa and Ligier were happy just to load their gear on to palettes and send them by regular freight planes. Enzo Osella decided to cut down on expenses and left his cars in England on the way back from Dallas.

CHIP GANASSI CRITICAL

Emerson Fittipaldi has finally decided which path he wants to take — he should be driving a Patrick Racing team March for the rest of the CART season. Chip Ganassi, Patrick's regular driver, had a very serious crash during the Michigan 500 miles race on July 22. Ganassi is at the Ann Arbor hospital where his condition is said to be critical. Jacques Villeneuve also shunted at Michigan when the suspension on his March gave way on the last qualifying lap. The Canadian is suffering from concussion (as at Indianapolis), a deeply cut knee and two squashed toes. Apparently he tried to run away from the hospital where the doctors wanted to keep him under observation, by going down a rope made up of knotted sheets. Those who know Jacques, told us that that's just the kind of thing he would do.

Jacques Villeneuve

TOPS

Who really owns the Tyrrell team? According to the latest rumours heard at Brands Hatch, it would seem that it's the German Willi Maurer, who until last year raced Formula 2s under his own name and who is managing Stefan Bellof this year. Maurer recently became the principal shareholder of the Tyrrell Racing Organization.

Another rumour, and this one's about tyres. After having learned that Pirelli might snatch Brabham from Michelin in 1985, we now hear that Ferrari would want to leave Goodyear for Michelin next winter. On the economic side, the whisperings had it that the French tyre manufacturer was about to take over control of Pirelli by buying up to 51% of their shares.

During a technical control after Brands Hatch qualifying, the scrutineering marshals were surprised to find that the fire extinguisher on one of the Ligier cars was three quarters empty. Tired of battles, they contented themselves with issuing a simple warning. At Dijon, during the French GP weekend, de Cesaris had been discounted from Friday qualifying when his extinguisher had been found to be totally empty.

GPI ran an item two weeks ago to the effect that Philippe Alliot might be replaced in the RAM team by Chilean driver Eliseo Salazar in one of the RAM-02 Harts. The information was false and had been sent out by a press agency in Santiago, Chile. When team-manager John MacDonald was asked about it by Alliot, he promptly reassured him with "If I decide one day to replace you with someone, I'll be the first to tell you."

Derek Bell not at Mosport? The Canadian leg of the world constructors' championship, which takes place on August 5th, on the British Ontario circuit, falls on the same day as the IMSA race at Sears Point. Bell, who's lying second in the IMSA points at the moment with 88 points behind Randy Lanier's 105, is trying to convince Rothmans-Porsche to excuse him from the Canadian event. If the German factory says yes, he might be replaced at Mosport by John Watson.

BERNARD ECCLESTONE

BERNARD ECCLESTONE RUNS BRABHAM, BERNARD ECCLESTONE RUNS FOCA, THE FORMULA ONE CONSTRUCTORS ASSOCIATION. SOME SAY BERNARD ECCLESTONE ALSO RUNS FISA AND OTHERS SAY BERNARD ECCLESTONE RUNS FORMULA ONE. TO THE GENERAL PUBLIC, HE IS MYSTERIOUS; TO THE INSIDERS, HE IS THE MAN WHO DOES ALL THE DEALS AND WHOSE WORD IS AS GOOD AS HIS BOND. LATELY, AS IN THE PAST, HE HAS BEEN ON CONTROVERSIAL GROUND; LIBEL SUITS IN PARIS, THE LAWYERS OUT IN DALLAS AND, AT BRANDS, THE TYRRELL AFFAIR.

Interview by Keith Botsford

There were troubles at the Dallas race. Was it well-run? If not, whose was the responsibility?
Conditions led to the race not being as well run as it could have been under the conditions. The SCCA was the organizer; they did what they could. But their hands were tied behind their backs and the race was not run as FISA wanted it run. The promoter is supposed to promote, not run the sporting side. The SCCA would have, for instance, preferred to cancel the CanAm race and would have tried to repair the circuit. In the end, a good job was done on the repairs; it would have been even better to do so the day before.

You had a set-to with the promoters. Was the issue important? What was it about? And how was it resolved?
You could say that is was the best possible compromise in the circumstances, but not a satisfactory way of resolving the problem. The promoters insisted that they were issuing the pit passes. For reasons of safety, FISA had decided that it would issue those passes, or the SCCA. You know how long we have laboured to provide the press with the necessary credentials. Mr. Walker said, "That's not the way we do things in Dallas." It was, however, his first race. The Walkers did a super job of promotion. He was on a learning curve and I would think he will now take a little more notice of people who have more experience than he has.

Eventually, like other promoters, they must rely on you?
They didn't want to he helped at that time. They sure did by Sunday morning, by which time they realized they needed some help. It is going to be a super event. The promoters learned a lot and were men enough to acknowledge they got a few things wrong, to get them right and make them much better for the future.

You are satisfied with Detroit?
Detroit is good. It is now a consolidated race. The task is now to improve. We need to get more people in there. We need to improve the location of the pits and paddock and do something about the catch fencing, to get rid of that tunnel effect you get in street circuits.

In your heart, are you for or against street circuits?
I prefer a mixture. People should race on different kinds of circuits, even on bumpy ones. Before Dallas, the drivers said it couldn't be done. Just before the race, they were still saying it would be stopped after ten laps. I don't say we should go out and create circuits with holes, but people can and do adapt. Ours isn't a perfect world. When faced with difficulties, you have to know how to do the best with what you've got. The result proved us right not to cancel the race.

Besides running Brabham and FOCA, what other business interests do you have or envisage?
None, really. They provide enough problems without doing anything else. We do have other interests but we don't spend a lot of time on them.

America seemed almost finished as a Formula One venue last year. Is it working again? Have you ever seen a CART race? Does CART represent a threat to F1? In Meadowlands, for instance, when you were trying to organize a New York Grand Prix?
I agree that F1 is definitely back on the scene in N. America. At the moment, we have five applications for races, apart from the N. American races we already have. I wouldn't want to list them. New York will happen when it's all ready. They are still a little frightened to take the big step. New York is just a difficult place to operate. The Big Apple is a special place for us: especially when it's ripe. I've never seen a CART race. I haven't been out seeing what the 'opposition' is up to because a) I haven't got the time and b) I don't consider it opposition. Forget that it was a rainy day at Meadowlands. It's the pre-sales that count and I don't think there would have been more on the Sunday even if the sun had been shining. They managed to spend more on promotion of the event than they got back in ticket revenue.

Could we finally get your age and your education right?
I am eight years older than my sister and she says she's 36. I don't think I had any education.

How do you see F1 ten years on?
Providing we don't destroy it whith technical regulations, there's nothing to stop it working as it does at present. The technical regulations are an obstacle because they may escalate costs to a point where the sport is no longer viable for people to support it from a commercial point of view. The technical regulations are already excessive.

Is TV too powerful, or still to be developed?
We are using television; they are not using us. We have to keep the public interested.

What are your ambitions? Do you really want to go on running this show for the rest of your life?
Yes. At the moment. It satisfies my needs. It's competitive, you get instant results; there's a new puzzle to solve every half-hour. It's more than enough to keep me ticking.

Were you satisfied with the result of your libel suit in Paris, in which you gained one franc damages?
No, I think we won the case hands down; there was no answer to the case, I think the damages should have been much higher. The court thinks I've been satisfied and I shouldn't make a profit on the case. I was quite happy to give the money to charity. If a writer can libel someone and make a lot of money and not be punished, the incentive is to go on doing that. My purpose was to stop people telling lies in books and magazines. We are probably going to appeal.

Does Brabham make or lose money?
I suppose you ought to spend a shilling and go look up the balance sheets. It's too complicated a question to be answered in precisely that form. We do not owe money to anyone and we're still solvent.

How do you see the different characteristics of the different countries in F1 and how does that affect your dealings with those countries?
America is a bottom-line job. In other countries they run races for the prestige of the country. The number of countries in which they run races purely for the sport is diminishing. Otherwise, they're all the same to me.

You've spent years in planes and hotels and living out of your famous attaché case. Isn't there some time you'd just like to relax?
Every day. I haven't got the time to. It could bore me. I don't know. I haven't tried.

You go into every detail at a race meeting. Why? Is it that you don't trust the people around you?
No, I find it easier to do a thing than to ask someone else to do it. The art of delegation is the art of accepting second best.

You voted against Ken Tyrrell in the FISA Executive Committee. Why? And what is your view of his alleged 'cheating'?
I didn't vote against Ken. It was a secret vote, so nobody knows who voted which way. If FISA have told anyone how we voted, they will be in trouble, I promise you. In hindsight, it might have been better to limit his exclusion to the Detroit Grand Prix. I am sure FISA will come around to taking a more sensible view.

Balestre announced at Brands that so far FISA had been on the defensive and that it was now about to go into attack: have you any comment?
I think he's right. I think he's up there and he can't win. Whatever he does everybody screams at him; he gets blamed for things he doesn't even do. He's in a sensitive mood at the present. He gets blamed for stopping the British Grand Prix, which was nothing to do with him, but was a decision of the Clerk of the Course and the RAC. Because he happens to be there, they pick on him. Other wise they would have picked on somebody else.

'They' being who?
The drivers.

Do you think the drivers are over-involved?
I think it's a pity they don't read the regulations.

Going back to Tyrrell: what's your judgment on the foundations of the case?
The Executive Committee acted on information they had received. They took a decision. They obviously felt from the information they had, and the answers Mr. Tyrrell gave them, that the penalty they had inflicted was the right one. At the time, I don't think people realized the problems it would cause Ken, that it might put him out of business. He had the right to appeal against their decisions. At that time, had he been proven right, he would not have been excluded from the championship. Proven wrong, he would have been. The problem was, that if the appeal was going to be in the next week, it wouldn't have been much of a problem. But, as it might take two months to hear the appeal, effectively he'll be out of business before the appeal is heard. And that is not necessary.

But on the facts, do you think Tyrrell was cheating?
Quite obviously, there was a substantial case made, otherwise he would not have been found guilty. More to the point, people would not have thought that he ought to be excluded from the championship. It has never happened before. I think a lot of teams complained to FISA, saying that the Tyrrell team was not racing in accordance with the regulations. I have no idea whether this was because Tyrrell was racing light or because of his fuel. I did not complain. Other people did.

Finally, does it bother you to be short?
There is nothing I can do about it. It's a big advantage when I'm travelling economy in a 747.

FERRARI

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FORMULA 1 WORLD CHAMPIONSHIP: GREAT BRITAIN

HE WHO WAITS

A VAST CROWD, A RED-FLAGGED TWO-PART RACE, LAUDA, WARWICK AND SENNA ON THE PODIUM: THE THRONG AT BRANDS HATCH GOT ITS MONEY'S WORTH, BUT NOT OUT OF A DULL RACE. FOR LAUDA IT WAS HIS THIRD WIN AT BRANDS AND PUT HIM IN CLOSE CONTENTION FOR THE CHAMPIONSHIP; FOR WARWICK AND RENAULT, A SIGN THAT RENAULT'S FORTUNES MAY BE CHANGING; FOR SENNA, PHYSICALLY PRESENT A FIRST TIME (AT MONACO IT WAS TOO WET) AMONG THE MIGHTY, A CONFIRMATION OF HIS TALENT. PIQUET AND PROST FACED DISAPPOINTMENT: THE FIRST COULD SHRUG IT OFF, BUT FOR PROST, WHOSE FORTUNES ARE VEERING DOWNWARD, IT WAS ANOTHER TANTALIZING DEFEAT: THE SHOO-IN OF THE SEASON'S START NOW FACES A REAL BATTLE.

DRESSED IN ITS FINEST LIVERY, WITH ITS GREEN GRASS VERGES AND LUSH VEGETATION, BRANDS HATCH WAS A WELCOME SIGHT TO teams that had endured the concrete jungles of Detroit and Dallas. When the first spectators were admitted to the circuit at dawn on Friday, there was a distinctly continental atmosphere: huge new grandstands, fresh paint and a less than subtle hint that the black and gold cigarette brigade were firmly in charge of territory that had been red and white only two years ago...

Equally continental was the crowd itself. Huge numbers of them must have taken the day from work, and they showed their enthusiasm with banners — many of them supporting Nelson Piquet — that almost outnumbered the traditional pro-Ferrari flags.

When untimed practice began at 10 am, the only aspect of the organisation that left anything to be desired was the weather. It was chilly, even for England in midsummer, and this was to have grave consequences for Johnny Cecotto. Turning into Westfield bend, a fast right-hander, the ex-bike champion lost control of his Toleman, almost certainly because its tyres had not yet warmed up to working temperature.

The car slammed into the barriers virtually head-on, trapping the popular Venezuelan for twenty minutes and delaying proceedings by a full hour and a half as the rescue and repair operations were completed.

Although it was obvious that he was very upset about his team mate's accident, Ayrton Senna was able to lift some of the gloom surrounding the Toleman team when practice restarted. The gifted Brazilian set fastest time, ahead of the McLarens of Prost and Lauda.

Among those in trouble were Elio de Angelis, whose Lotus-Renault might have been a contender for a faster time if it hadn't developed an engine misfire; and the two ill-starred RAM drivers with turbo failure (Alliot) and loss of oil pressure (Palmer). The afternoon's one hour session of timed qualifying had an unusually serious note to it, for as usual at Brands Hatch there was a special prize from the London 'Daily Mail' of 100 bottles of champagne for the fastest man. John Player would have been particularly delighted to see the Lotus cars win the bubbly, but Alain Prost and Niki Lauda had other plans, and it was Prost whose fastest lap headed the list, 0.1 second quicker than Lauda. In fact, the two Lotus drivers had both suffered misfortune, de Angelis with the traffic and Mansell with a smokey engine that refused to pull full revs.

De Angelis was nevertheless third, closely pursued by the only other man to get under the 1m 12s mark, the amazing Senna. Evidently the driver still plays an important role in the speed of his car at Brands Hatch... Brands Hatch also maintained its reputation as a circuit where Renault's racing cars have difficulty in showing their qualities. Derek Warwick lost most of the session waiting for two new turbos to be fitted to his engine, and his best lap (5th fastest of the day) was quite an adventure for him, because the throttle repeatedly wanted to stick open, while Patrick Tambay was also delayed by a broken turbo.

Ferrari, whose cars might have been expected to be competitive on this circuit, was also in difficulty. Alboreto complained of a misfire (eventually traced to a bad electrical connection), while Arnoux was another in the uncomfortable position of having to cope with a sticking throttle.

Former world champions Keke Rosberg (9th fastest) and Nelson Piquet (12th) were in equally serious trouble with their much-modified cars. Keke's updated long wheelbase Williams-Honda still understeered badly, while Nelson's "B" specification Brabham-BMW BT53B (so promising in testing at Snetterton) was having difficulty getting its tyres to operating temperature, so the team started work on converting it back to earlier "Detroit" specification.

Saturday morning was again cold, although the forecast correctly promised sunshine in the afternoon. Despite a nasty off-road moment while following one of the Williams, a delighted Nelson Piquet discovered that his Brabham was competitive again after the overnight modifications, and his name headed the unofficial list of times in the morning session, ahead of a much happier Mansell.

The broken turbo blight was afflicting Toleman today, and Senna lost two blowers in less than an hour. The second of the two failures produced a record cloud of white smoke and some spectacular flames in pit lane, but they were quickly extinguished. Right at the end of the session Warwick had a lurid spin at Hawthorn's fastest corner on the circuit. He managed to choose the path of least resistance, between two catch-fence poles, and mercifully the damage to the car was light. It could have been much worse...

One of the first men out on the track when final qualifying began on Saturday afternoon was Nelson Piquet. There were more laps than usual in the Michelin qualifiers, and Nelson did five laps on them. But his quickest lap (the third) looked almost casual: the Brabham went through the speed trap a good nine km/h slower than the Ferraris were doing soon afterwards, yet Nelson stopped the clocks at 1m 10.869s. On his return to the pits he stepped out and told his crew: *"the track has a lot more grip today than it did yesterday. A lot of people will be going quicker..."*

It wasn't to be. The McLaren drivers were both delighted with the grip and speed of their cars on qualifiers, and confident that they could have beaten Nelson's time, but neither of them managed to put together a perfect lap. Niki lost a chance on his first set when he came round a corner to find the road covered with dirt and corruption where de Cesaris had spun, and Prost's engine had a minor problem with the boost control. Lauda's first lap on the second set was a useful improvement, but he found himself running in heavy traffic on the second lap, and that was that. For Prost, the second set was again ruined by de Cesaris, whose engine blew up and lubricated the circuit for quite a long distance as the Italian attempted to get back to the pits.

Nevertheless, the two McLarens were second and third fastest.

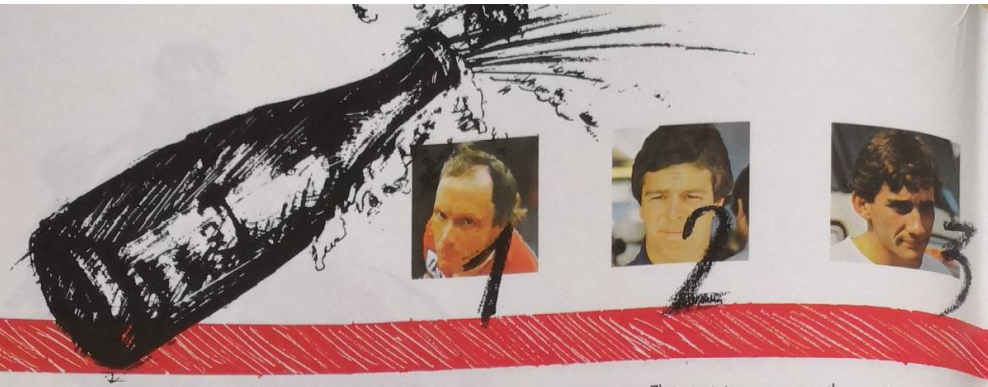
Part of the reason for this supremacy lay in the Michelin tyres, which were decisively quicker round Brands than the Goodyears which had been so effective in North America. Fastest Goodyear man was again de Angelis, for Mansell's unhappy weekend continued with a broken gear ratio. A fine performance was Keke Rosberg's in the Williams-Honda, which he manhandled round the circuit where he still holds the best pole position time (from "ground effect" days in 1982).

Fastest Briton was Derek Warwick, overcoming problems with (again) a sticking throttle and giving a much-needed boost to the Régie after a depressing period. *"When you consider that we haven't been able to do as much testing as the other teams, this is a big encouragement,"* said Derek.

Still puzzled were the Ferrari drivers, who were unable to get within a second of the times that they had achieved in pre-race testing six weeks earlier at Brands. Perhaps, it was said, this indicated that Goodyear would be out of the hunt on the morrow...

Gordon Murray's modifications were all for nought. Nelson Piquet put in his pole position time with a totally classic Brabham-BMW (photo: Bernard Asset)

SATURDAY: HUMBLED BY THE MCLARENS ON FRIDAY, PIQUET STRUCK BACK. 3.699 FASTER. POLE.



NO ONE IS EVER HAPPY WITH A TWO-PART RACE: THE SPECTATORS ARE BAFFLED, DRIVERS ARE NERVOUS, RISKS ARE INCREASED AND THE simple tactics of racing altered. In this spectacularly successful British Grand Prix, the problems were compounded by argument and delay on a weekend which had already seen enough of politics. To add to everyone's miseries, when so much had been hoped for — a neat battle *à trois* between Piquet, Prost and Lauda — the race turned out dull, Race One being little more than a repetition of the morning's warm-up and Race Two marred by the failures of Prost's McLaren and Piquet's Brabham.

The first start appeared immaculate and was until the cars came down off the hill towards Graham Hill Bend and Patrese spun, inducing Cheever, Alliot, Gartner and Johansson into a spectacular shunt (on which more in Extra, Extra!). Piquet led for all eleven laps on this first act, but it was already evident that he was having trouble with his tyres and on lap 12, Prost and Lauda went by him with the utmost ease. It was at this point that Palmer's car, its steering apparently gone, went into the barrier and caught fire. At the request of the marshalls, who thought Palmer's car represented a risk, the race was red-flagged.

There ensued a protracted and heated argument (also described elsewhere) between team McLaren and FISA. When the debris had cleared and something like an hour had gone by, we had a re-start, with Piquet on pole in the order at the end of lap 11, with Prost, Lauda, Warwick, de Angelis, Senna and Alboreto lined up behind the Brazilian.

That start, too, was eventless and an enduring race order was soon established. Piquet having changed to a harder compound and everyone else in the pit-lane having ample time to make the necessary adjustments, Prost took up the running and led until lap 38, when a combination of circumstances, headed by a faulty gearbox, forced him into ignominious retirement. Until that point, he had not seemed even moderately threatened, though Piquet kept well within striking range and overall seemed smoother than Prost.

Lauda played his usual waiting game, which paid off by making him the man with the most points earned in F1 history. Both man and car seemed in fine fettle, but with only 19 cars having made the second start (Rosberg was among the casualties with engine trouble, and Winkelhock could not restart), high drama was lacking. Of interest were: the way in which Warwick was slowly able to pull away from team-mate Patrick Tambay and de Cesaris' ascension from behind the Ferraris to leading them: a position that was later to cause some problems as the leaders came up to lapping that secondary trio.

Meanwhile, de Angelis, who had been running fifth in the first act and then had slipped back to sixth place, now had Senna on his tail. Neither his Lotus, nor Mansell's (he retired with a blown fifth gear), were living up to the promise they had shown in North America, and de Angelis was clearly having trouble fending off the thrusting young Brazilian, whose Toleman was especially well set-up for the fast Brands Hatch circuit.

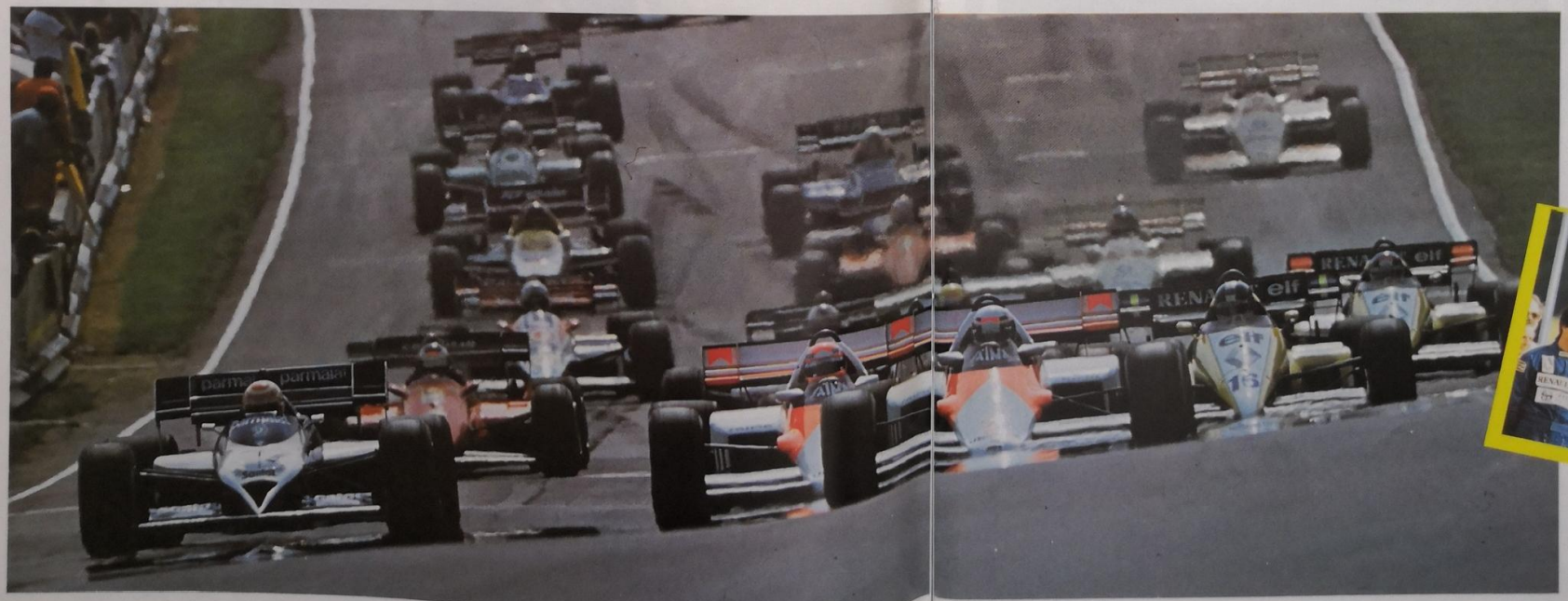
Arriving then at lap 38, which produced the first drama of the race, the order was: Prost, Lauda (who had gone by Piquet calmly eight laps before), Piquet, Warwick, de Angelis and Senna, with Tambay lying between the leaders and the second platoon of de Cesaris in his Ligier leading the two Ferraris of Arnoux and Alboreto (who had swapped places on lap 24, when Boutsen also retired). It was then that Prost's car suddenly faltered. It could be argued that the damaged gears had been affected by the second start, but as Jean Sage, Renault's Sporting Director said, it is clutches that suffer, not gears.

That left us with a two-car race, 15 cars still running, and not much else to look forward to, unless Nikis' car should suffer the same fate as Alain's. Lauda took up the lead, and Piquet was soon in hot pursuit, the gap varying between 1.5 and 2 seconds. Warwick, driving very ably, but steadily losing ground to the leaders (Lauda was putting in lap-times of 1'14''), found himself firmly entrenched in third. He could only hope for further retirements to enhance his cause.

Senna was ahead of Tambay and still dogging de Angelis when both Lauda and Piquet began to have problems getting past the Ligier-Ferrari trio, in which Alboreto was again ahead of Arnoux. Alboreto politely allowed first Niki and then Nelson through, but de Cesaris was to prove a relative thorn in their sides, and why not?

Andrea was lying not that far off a placing and there were still 20 laps to go.

In the end, on lap 67, it was Piquet who yielded. A turbo began to fail in his BMW engine and Nelson had to slow down; at the same point, Senna won his duel with de Angelis and moved up to third behind Warwick. Tambay had a piece of Piquet's turbo pierce his radiator on the last lap, thus depriving him of a fifth place ending that seemed to be his. Piquet could do no better than finish seventh, which put both Alboreto and Arnoux in the points. Otherwise, ho-hum.



A good start by Piquet, then an interrupted race. Prost was lining up his victory when the gearbox went. Lauda got lucky, Warwick was determined, Senna stunning. It's the podium at Brands. (Bernard Asset)

SUNDAY: FIRST 11 LAPS, THEN 60. PROST HAS THE LEAD, BREAKS DOWN, LAUDA TAKES OVER.

BANG ON TARGET

NIKI LAUDA WENT THROUGH THE FORMALITIES AS FAST AS HE DARED. UP TO THE PODIUM (THE THIRD TIME HE'S BEEN THERE FOR A BRANDS HATCH GP), AND A polite refusal when Prince Michael offered him one of the Royal Automobile Club's magnificent golden trophies. *"Please, give it to Ron Dennis,"* he gestured, and His Royal Highness obliged.

The speech in the Press room was conducted at breakneck pace, and then it was back to the immaculate Marlboro hospitality unit. GPI knocked on the door and entered. *"Jeesus,"* came the guttural response, *"I told you everything already: car perfect, tyres fantastic, no problems all the way."* And off came the Lauda underpants in an attempt to drive us out of his sight.

Indeed, Niki had no need to spend his time explaining. The way he had driven was splendid. Nine points had put him back within striking distance of his team mate's points total and also (something which to him is hardly worth even mentioning) made him the highest scorer of points, with 367.5, in the history of the world championship. *"Now I am looking forward to Hockenheim,"* he had told the thronged press room. *"I only finished three races this year before this one, and now the world championship is wide open."*

By his own admission, he had not known exactly when or how he would have tackled Prost if the Frenchman had not run into gearbox trouble just before the halfway mark in the second, re-started part of the GP. Instead, he just kept up the pressure, driving on the very edge of the limits set by his car and its tyres. It was a performance every bit the equal of what he had done at Dijon, the difference at Brands being that the opposition vanished before he could humiliate it by pushing it into a mistake.

Maybe Nelson and Alain would not have made mistakes: the Brabham was in trouble with its turbo right from the beginning of the race, and Piquet literally had no response when Lauda showed him the McLaren's nosecone at Druids after 17 laps of the "second" race; and Prost's gearbox broke very suddenly just before half distance, robbing us of a battle between the two McLaren men and depriving them of a 1-2 result.

Joining Niki in the Marlboro unit, John Barnard accepted a glass of champagne. "JB" follows the McLaren corporate policy of regarding anything less than a race win as a failure. It's an attitude which perhaps lacks a little humanity, but it brings results. *"I agree that we went through a bad patch in the North American races. I really don't know why, but I think that the opposition (Brabham, of course) has engines that are more variable than ours, and their car and engine hit a peak in Canada. Don't talk to me about Detroit and Dallas, though, because I don't really consider them as races at all, it's more appropriate to talk about a lottery. At Detroit, we know from previous experience that the circuit can change incredibly between the morning and afternoon, so tyre choice plays a big part. And at Dallas I don't think we can be held responsible for what happened..."*

Niki Lauda/McLaren MP4-2-TAG (Bernard Asset)

At Michelin, that most pro-British of French tyre engineers, the jovial Pierre Blanchet, was full of admiration for Barnard. *"That chassis has been the lightest on rubber all year. Here at Brands Hatch they were the only team able to run confidently on the soft 05 compound in the race."*

This was proved in the 12 laps before the "first" race was stopped to allow the wreck of Palmer's RAM to be collected from a dangerous position on the outside of Clark curve. Piquet had gambled on the same soft rubber chosen by the McLaren drivers, and it didn't last, for on the very lap that the race was stopped, Nelson was heading for his pits and a change of rubber. *"The decision to stop the race was an incredible stroke of good fortune for him,"* said Barnard. For Blanchet, though, it didn't hurt the McLaren drivers either, despite Prost's outburst (reported elsewhere in GPI) against Balestre on the startline. *"I was a bit worried that Niki and Alain were pushing just a bit too hard when Nelson went away in front of them..."*

With Lauda now separated from Prost in the world championship by only 1.5 points, there remains the intriguing question of what happens if the championship develops into a battle royal between the two of them. And the only man who has any say in the matter, apart from the drivers, is McLaren boss Ron Dennis.

Sanguine as ever, Dennis continues to deny that this could be a possibility. *"First of all, I don't think there will be a fight. They're going to fight very hard, but I don't believe that either of them will do anything that is detrimental to the other."*

But what about the possibility that a fight to the very end of the season could give an opportunity to someone like de Angelis, who's picking up points in virtually every race?

"If we end up losing the championship because each of our drivers has accumulated enough points to spoil the other's chances, then so be it. For us, every race is a completely new challenge on its own. We go to Hockenheim in two weeks, and it will be a completely clean sheet of paper."

Mike Doodson

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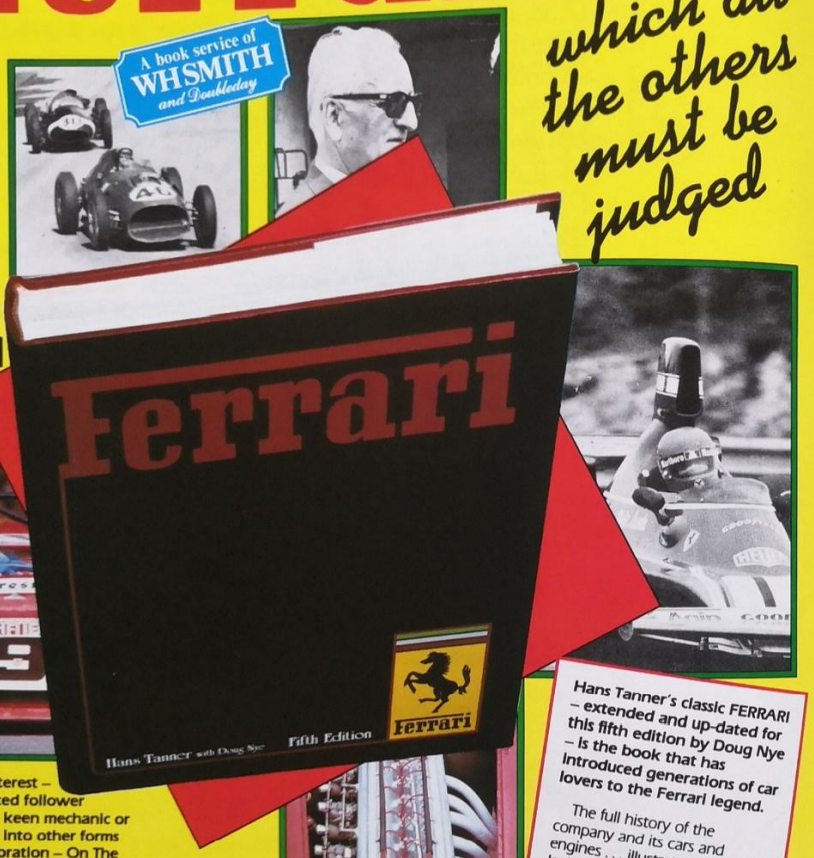

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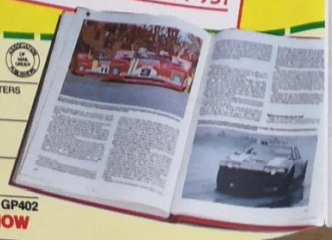

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CONFESSIONS OF A CHEAT - LAST CHAPTER

PATRESE'S ALFA ROMEO AND WINKELHOCK'S ATS TOGETHER WITH DE CESARIS' LIGIER WERE THERE IN FRONT OF ME. I CAN REMEMBER THEM VERY clearly. Montreal is a fast circuit, but I managed to tail them quite easily. Better than that, I was gaining on them at the braking areas and as you come out of the hairpin before the pits. I got past them as I accelerated. It's something quite exhilirating to drive an antediluvian normally-aspirated Rydell and to put up a fight against the all-too-powerful turbos. For the past 10 laps I hadn't lost any ground, not an inch. Later I was told by someone obviously metaphorical, that my car was sticking to them like a louse. Impossible to shake off. I don't know exactly what I can attribute its competitivity to. Perhaps because it was light meaning that I could reel them in at braking, or perhaps it was because it responded so quickly meaning that I could go through curves at higher speeds or it might even have been the "water injection" which I switched on from my cockpit when putting my foot down hard on the throttle enabling me to get a whole lot more power out of the engine. It felt that the usual 520 bhp had suddely turned into 600 bhp. It got to the point where I began wondering if the long 15 to 20 litre boot-shaped side-tank, that Ben Rydell had filled at each start, although everyone thought that it was empty during the first part of the race, did in fact contain pure water. I have heard it said and said again by our engineers that they have invented a different kind of injection system from those used for turbo engines. It works with a kind of small sprinkler which sprays the liquid from above on to the engine air-intake trumpets. Actually, I don't quite get how the water does in fact improve on the engine's performance, but it improves its output by 15%. This can only be achieved logically by the use of ethanol, or, as it is still called, nitromethane. Well, that must be it, my tank must have held between 15 and 20 litres of nitromethane on the grid.

When I depress the "water injection" switch from the cockpit, which fires the small electrical motor designed to drive the liquid up to the sprinkler above the trumpets, I'm in fact adding methanol to the petrol. Well, that can't be right either. If I stopped during the early part of the race, FISA officials could scrutineer my car before I got back to the pits. If there really was ethanol in the tank, it would change the colour of the cylinder heads as it was burnt. This would imply that the firm who constructs these V8 normally-aspirated engines was an accomplice in the whole affair. That's impossible...

There's one thing that I find puzzling in all this, and that's when I pit stop to add ballast in case of a post-race spot check — there are some fishy goings-on. Everyone knows that several kilos of lead pellets are pumped into the tank under pressure. I've known about that for a long time now, and you just have to look at the marks on the aviation-type metal valve opening on the tank to confirm your suspicions. The metal surface is riddled with a multitude of impact marks. But that's not the strangest part of it. When my car's "topped up" with these fishing-weights and water, the mechanic who's in charge of the operation usually waits a little too long, just long enough though for a large amount of liquid to spill out through the overflow pipe situated above the tank, linked to a vertical rubber hose coming out through the bottom of the tub. Just as I leave, he apparently throws sand very quickly on to the puddle which has formed on the ground. Why should he bother so much about a small quantity of water? Because maybe it isn't water, which would confirm my theory. Without my knowing it, I have pure ethanol which I use when I need it by depressing the switch. When there's none left, and I go back to the pits to make my stop, the lead pellets and the pure water injected under pressure clean out the tank instantaneously. The ethanol is of a lesser density and so floats to the surface immediately, right to the top of the tank, where it is forced out of the overflow pipe under pressure. It spills on to the ground and is then covered over with sand by the mechanics. I've also been told that when my team-mate made his pit stop at Montreal, a strange smell wafted through the air. But that's not all . Why does Ben Rydell tell me when the ballast has been taken on to empty my water tank? To prove that it's solely for injection purposes? If we went through post-race scrutineering with a full tank, the officials might start asking questions and deduce that we never inject water into the engine. Draining the water is very simple. All you have to do in the cockpit, is to pull on the hose which links the small electric motor to the intake trumpets. It comes off with no trouble at all. Water then pours out by the seat, and drains out through a small hole of about 3.5 cm in diameter and 3 cm in depth on to the ground. I don't understand how the marshals found any water at all in my team-mate's Rydell tank. Perhaps in the heat of the moment he hadn't pulled hard enough on the hose and hadn't drained all the water. That was where the traces of some kind of additives were found. Normal. Even though the washing under pressure by the lead pellets is thorough, it obviously can't get rid of all the ethanol traces. So it's probably for that reason and not just to make everyone believe that the water injection works, that we were asked to empty the tank. If there isn't a drop of liquid left, it's impossible to carry out an analysis. I would just like to add that what happened to Ben Rydell on the eve of the British Grand Prix was something that I felt was bound to happen one day. As if in the "Confessions Of A Cheat," he had already known what the last chapter would be.

NB. Any resemblance between this story and existing people is purely coincidental.

Didier Braillon

A helmet (Bernard Asset)

PLAYING FOR KEEPS

IN THE NEAR CORNER, JEAN-MARIE BALESTRE. WEARING A SUIT AND TIE, LOOKING WEARY. IN THE FAR ONE, ALAIN PROST, WEARING HIS RED DRIV-ing-suit, hair unkempt. And looking anything but pleased:

"Listen, Jean-Marie, I've had enough of races like this, more than enough. Instead of organizing Grands Prix you would do better to go play marbles..."

Of necessity reserved and dignified, FISA's president keeps his cool when confronted by the world championship's leader. He advises him, in quiet tones, to calm down. But Prost keeps it up, goes even further, sprinkling his remarks with a few choice (and unprintable) expletives. Which wears down the nerves of a man who has been assailed all weekend with the consequences of the Tyrrell affair. A few more seconds and he's reached the breaking point. The conversation suddenly gets heated on his side as well:

"Instead of having stopped your car here you should have gone into the pits, as the regulations specify. You've made a mistake, so as for playing marbles, you'd be better off going yourself."

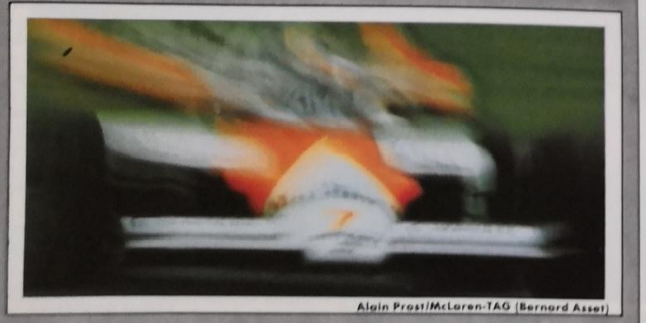
End of altercation. A few minutes ago, the British Grand Prix was stopped, because of Jonathan Palmer and Jo Gartner's cars being off the track. The Osella-Alfa Romeo had been in the guardrails at Graham Hill Bend since the first lap. As for the RAM-Hart, it had scattered debris over several dozen yards at Clark Curve, formerly known as Clearways, on the tenth lap. Both cars constituted a real danger, but the race directors took a long time before finally waving the flag which stopped the race.

They chose a strange time to do it, in between the cars of Patrick Tambay and Nigel Mansell, who were running eighth and ninth. Consequently, the eight men in the lead were made aware of the decision to suspend the race only as they were completing their thirteenth laps. A lap in which Nelson Piquet, the early race leader, had decided to make a pit stop to correct a poor choice of tyres. In the course of lap 12 he had been overtaken by both McLarens: Alain Prost had passed him at Paddock Hill Bend, Niki Lauda in the braking for Druids. But the regulations stipulate that the race be stopped one lap before the red flag, which translated to lap 11. Nelson Piquet had been saved by the bell. In that lap, his Brabham-BMW had still been in the lead, pole position would be his for the second start and his mistake in choosing tyres wouldn't have severe consequences. Ron Dennis and the whole of the McLaren team didn't appreciate that An hour has now gone by. After watching several laps from the pit wall with a dour expression, Alain Prost headed for the McLaren motor-home to get undressed. He took the lead in the second start and was building up a solid cushion on team-mate Niki Lauda when suddenly, his gear-box jammed. On lap 38, when the race was as good as won. But what's really bugging him is the way in which the Grand Prix was stopped. He comes back to it, over and over

"Every time that Nelson's in the shit, the race is stopped. They're really taking this too far. The Osella had been where it was since the start, and the RAM had been there for the last three laps. That they should stop the race is a questionable matter, but what's worse is having the Brabham start on pole when Niki and I had already been leading for two laps. That's too much. The very least that can be said is that it's abusive. Same thing in Detroit. He has a crash, stop everything. Sure, there were cars in the middle of the track, but there are also times when races could be stopped and they're not. It's completely crazy!"

His face looks like a mask, Alain's does. The one he wears on bad days. Like at Paul Ricard, back in 1982, when René Arnoux hadn't let him past. A few metres away, the race is carrying on. Lauda is leading, ahead of Piquet. If he wins it, Alain's lead in the world championship will have dwindled to a mere point and a half. At that instant, who would he like to see win? The answer shoots out without a moment's hesitation: *"Niki"*.

Didier Braillon



Alain Prost/McLaren-TAG (Bernard Asset)

DOG DAY AFTERNOON

LIKE ANY SELF-RESPECTING ENGLISHMAN, JOHN MAC-DONALD MUST CERTAINLY HAVE READ KIPLING WHEN HE WAS A CHILD. YOU KNOW, tales of a man who sees his life's work destroyed in a day and who is a true man, my boy, because he gets on with rebuilding it without a word. Or something like that. A half-hour after the start of the Grand Prix, when the sound of engines was nowhere to be heard, MacDonald was in a corner of his pits looking at what was left of the two RAMs. There wasn't much to look at. Faced with a similar scene, others (Ligier, maybe) would have cursed, raged, insulted the ends of the earth. Not him. Crouched in front of Alliot's car, he was assessing the damage calmly. His big green and white Skoal Bandit cap gave him a vaguely comical air, even if jokes were not the order of the day: *"See here, the anchoring point of the suspension was ground into the chassis,"* he told us, pointing to a spot where one would normally expect to see a left front wheel on an F1 car. *"Exactly the same as in Dallas. This car can't be fixed. It was new. It had a career that didn't even last half a lap."*

And yet the race had started without any incidents. The first rows behaved themselves, Mansell was minding his p's and q's. It was at the back that things got messy, in Graham Hill Bend, which is a downhill left-hander following the hairpin. A grassy knoll looks down on the curve. It's an ideal vista from which to watch a race. The only flaw is the marshal's post which masks a small part of the curve. Just before coming into that zone, Philippe Alliot seemed suddenly to brake very hard. When the RAM reappeared in the field of vision, a fraction of a second later, it was about four feet off the ground, looked like it was going over on its side, then finally came down squarely on all fours before stopping in the grass. Alliot extricated himself from the cockpit to the sound of applause from the spectators. Unhurt, but a little shaken up all the same: *"I really thought that the car was going to roll over. I don't know what happened. I thought I saw a green car spinning. Everyone braked and went off towards the right, I wasn't able to do anything."*

There are no two witnesses to the scene who will tell you the same story. The upshot of it is that four cars are out of competition. Alliot's RAM and Gartner's Osella stay where they've landed. Cheever and Johansson manage to limp their cars back into the pits. As far as the American driver is concerned, one man is responsible for the shunt: Patrese. *"It's his fault. Riccardo came into the curve much too quickly. He spun, and in the melée someone tore off my rear wing."* The story doesn't sound quite the same with Patrese: *"I was on the inside. Laffite squeezed me, I braked hard to avoid him, my wheels locked and I was sideways. But I didn't spin..."*

Discovering the truth on this one is going to be no easy feat. Consider that Johansson has another name on his lips: *"I had managed to avoid Patrese when Alliot hit me in the rear. Didn't he understand he was supposed to brake? He hit me so hard that his car climbed up on mine before falling back on Cheever's wing. I had time to see every inch of the RAM's tub."* Last protagonist, Gartner. What happened? *"Good question. Personally, I have no idea. Somebody hit me and I wound up in the tyre retaining wall."*

The buck-toothed, hollow-cheeked Austrian (remind you of anyone?) bears no grudge. He just takes stock of the fact that the four cars which entered Graham Hill Bend on the outside behind Patrese have all been eliminated. And that he quite simply chose the wrong line. In the pits, Johansson came over to see Alliot. The two men had a brief discussion which lacked warmth. The Swedish driver maintains that the "froggie", as he says, didn't brake. Alliot simply answers that the collision was unavoidable.

The cloud of smoke rising over Clearways puts an end to all discussion. Palmer has gone off into the tyres. The rear end of his car is very close to the edge of the track, at a spot where speeds are particularly quick. Since both Gartner's and Alliot's wrecks still litter the edges of the track, the directors of the race wisely decide to interrupt the Grand Prix. For several laps, Palmer had been fighting off an agressive Bellof. Seeing his RAM come charging out of Graham Hill Bend had been sending shivers up the spines of some. The Englishman pleads not guilty: *"I had begun steering into the corner and the car was going along normally when suddenly the steering became light. Something broke."* Bellof has a slightly different opinion: *"The RAM's handling was atrocious. Jonathan put a wheel on the grass and his car went off like a top."*

Wheels and front suspension torn off, the side of the car in pieces, Palmer's car looked to be more seriously damaged than his team-mate's. It looked all the worse for being covered in leftover powder from the fire extinguisher, a remnant of a fire which started and was quickly put out. As it turns out, the tub hasn't been too badly damaged. All the better for MacDonald, who already lost a car in Detroit and then another in Dallas. The red-haired team manger's cheeks are afire with a very visible case of sunburn. His mind is already on Hockenheim: *"We're going to build a new car for Alliot and repair Palmer's car. Two weeks isn't a lot of time. But we'll find the time. I don't know where, but we'll find it."*

MacDonald listened, in succession, to the explanations of his two drivers, still without a word, then came back again to inspect his cars: *"Alliot was the victim of a pile-up, something which often happens in the first corners. As for Palmer, there was a mechanical failure. I have nothing to blame either one of them for. That's racing."* That's racing. I was sure he was going to say that. His factory could burn to the ground, he would find a way of surveying the smouldering pile and saying "that's racing", which is perhaps the most often heard phrase in Formula 1. Meanwhile, MacDonald would be thinking of a new factory...

Gabriele Cadringher was the next person to come by and inspect the two RAMs: *"They aren't the fastest cars in F1, but as far as being solid, hats off."* MacDonald wasn't joining any of the groups which were milling about in front of the RAM pits waiting for the re-start of the race. He had a comprehending smile for those who came by to offer their sympathy, and never once lost the calm which is beyond belief for those of us with a Latin temperament: *"I've already had some disastrous races in my career,"* he told me with a smile, *"But this bad, never. In any case, it's a good test of character."*

Xavier Chimits

Jonathan Palmer's shunt at the wheel of his RAM-Hart (DPPI)

E X T R A

A LOST WEEKEND

FOR KEN TYRRELL, IT WAS A BAD WEEK. HE WAS IN PARIS FOR A MEETING AT ITS BEGINNING AND AT BRANDS AT ITS END STANDING ACCUSED IN THE DOCK OF sundry illegalities, his team banned, his sponsor gone and, for him, very subdued. This bolt, which did not come from the blue — since Ken, like many of us, knew in Dallas — had left him, as it had left Peter Warr, who was accompanying Nigel Mansell, also among the accused, angry and puzzled. Mansell's case, Warr was saying, as both men cooled their heels in the elegant downstairs foyer of the Automobile Club de France on the Place de la Concorde, was *"pre-judged"*. Ken is confident. To Warr, he says, *"nothing can happen. It's ridiculous to think we need more fuel when we're not even using 160 litres."*

What he presumably did not know then, was that it was not the amount of fuel he used, but rather its nature. The charge was to be that in the water-tank alongside the driver's cockpit, there was not just water, but an additive. That additive, commonly used at Indy (and discussed extensively on the accompanying pages), is both prohibited and dangerous.

On his own testimony, the first indication Tyrrell had that there was, as he put it, "any problem", was a telex from the SCCA, the sporting authority in the United States. It contained an analysis of the water taken from the Tyrrell cars' tanks in Detroit. It is one of four analyses made: three for FISA and one for Tyrrell. The first in date indicated 'aromatics' as forming between 27.5 and 29.7 % of the offending water; a second gave those 'aromatics' 26.7 %. Aromatics are, according to the first report, *"considered constituents of fuel."* The third report requested by FISA is more specific. It lists the following compounds as being in the water: Dimethyl Formamide, 5mg per litre (adding that this is a widely used solvent), 2-Ethyl 1 Hexanol, 0.1 mg/litre, Toluene, ca. 0.01mg/litre and, finally, various trace elements (i.e. less than 0.1mg/litre): Benzyl Phenol Alcohol, 4-Methyl-2-6-Ditertiobutylphenol. It adds that the last is a petroleum product additive. Therein lies a tale. Mme. Berreby, of SP Andy Co in Nanterre, France was called by Ken Tyrrell. The following conversation took place. Says Mme. Berreby, she is genuinely surprised at being asked, the level of contamination is approximately .0005% of 1% of the total liquid volume. Tyrrell: *"Have you correctly calculated?"* Mme. Berreby, *"Yes, it is 1/100th of a teaspoon."* The fourth analysis was commissioned by Tyrrell himself and tallies with Mme. Berreby's. According to Tyrrell, a similar sample of his fuel tested in San Antonio produced the same analysis.

Since procedure is going to be important in Ken's appeal to the FIA, this is what happened in the time intervening between those reports and the FISA Executive Committee meeting on July 18th. Says Ken; *"I telephoned*(FISA Engineer) *Gabriele Cadringher to ask him, did he have a sample of the water? He said, yes, he had a sample, it was away being analyzed. The next day Cadringher called to say he'd seen copies of the analyses and in both cases the water contained hydrocarbons."*

Tyrrell had, in fact, previously been in receipt of the FISA telex asking him to attend a meeting of its Executive Committee to answer a charge that he had *"refuelled his car during a race, in Detroit."* That was apparently the only charge of which Ken was informed, though in fact, when he got to the meeting, there were five charges: that he had violated the rule forbidding refuelling; that his fuel did not comply with the rules; that his fuel lines did not have the required safety breakaway valves; that his fuel lines did not meet the requirement that they be able to support *"a given pressure and temperature"*; and that while the ballast he used (water and buckshot amounting to 48 kg in Detroit and 60 kg in Dallas) was allowable, it must be secured *"in such a way that tools are necessary to remove it"*. The ballast was, further, not sealed.

Fuel? Fuel lines? Are we not talking about water? If you read the able scenario by my colleague M. Braillon, you will see that the FISA is thinking along quite different lines. In essence, their suspicions — so far unproven, save for the trace elements in the water — is that Ken put an additive in his fuel at the beginning of every race and when his car came in to take on its 'ballast' to make its weight conform to regulations, 'water' was put in under pressure and effectively flushed out all traces of the offending additives. If the FISA scenario is correct, that makes the Tyrrell water tank and its attendant hoses (which connect it to the engine, for 'cooling') fuel lines. If FISA were sure of their facts, they presumably would have charged Tyrrell with that, too.

To revert now to the scene in Paris, Ken Tyrrell is still plugging away at getting the sample from Cadringher. Monday, 4.00 p.m., he asks for it. Cadringher says he hasn't got it. Ken says to Cadringher: *"We desperately need this for tomorrow's hearing, can't you do something about it?"* Cadringher, Ken says, answers: *"No, it is not available."* At 9 a.m. the next morning, Ken is back. This time he's told that Cadringher is already in the Executive Committee meeting and *"not available"*. Tyrrell persuades a secretary to go in and give a message to Cadringer: has he received the analysis? Next thing Ken knows, he is being asked, politely but firmly, to remove himself from the room adjoining the meeting where he is waiting. It is Yvan Léon, the bearded FISA Secretary, who does the asking. To the FISA interpreter, David Waldron, Ken repeats that all he needs is the analysis. Waldron echoes Léon: remove yourself from these premises.

It is conjecturally acts such as these which led the High Court in London to issue an injunction allowing Tyrrell to race at Brands Hatch. But that is Thursday's story. Still on Tuesday, Ken is duly summoned before the Executive Committee. He still has no FISA analysis, but by now he has available to him the San Antonio analysis. *"It is,"* says Tyrrell "a *damning document."* That is, the hydrocarbons do exist in the water bag. *"Now I have a problem,"* Tyrrell recounts. *"I am up before the Executive Committee and I have to explain how it is possible for me to have hydrocarbons in my water tank. I said to the committee, 'It is impossible. It cannot happen that the samples show there are hydrocarbons. I have no defence.' The only defence I have, is that I can't understand what my motives would be. I don't need the additional fuel, do I?"*

He certainly does not need the extra fuel, but of course he has not yet been told what the *real* FISA scenario is: that he is not using *more* fuel but *more efficient* fuel. As Ken tells the tale: *"Sentence was pronounced on me, which was absolutely awful. The evidence was damning,"* he continued. *"I had to believe that sample. I feel I'm sunk."*

Tyrrell's immediate worry was the British Grand Prix; *"I am allowed by the Committee to appeal, but the wording of the rule says that though I can appeal, I cannot ask the sentence to be set aside until the appeal is heard."* As it sometimes takes quite a while to assemble the five judges required for an appeal hearing, Tyrrell asked Balestre if something could not be done: for his sponsors, his team, his home Grand Prix. Balestre answered: *"The Committee has made its judgment. You cannot race until the appeal is heard."*

Ken flew back to England in what he describes as a very depressed state. *"I worked until ten p.m. I couldn't understand the presence of those hydrocarbons in the water and my engineers couldn't either,"* said Ken. *"There obviously had to be some explanation."* He also had to make some defence to the less damning charges concerning his ballast. Asked if he denied the charge that for the majority of the race he was running a car that was legally underweight, Ken said, *"I deny the charge."* He added that scrutineers were empowered to check the car's weight and could have in Dallas when Stefan Bellof's car went off after eight laps. *"They didn't do so,"* said Ken. *"There was no point. It had only two wheels left."* As to the ballast not being fixed to the car, Ken said that in Dallas, it required the assistance of mechanics to remove the water-ballast bag from the car: *"And they used tools,"* added Ken. In a highly emotional press conference at Brands, Tyrrell held aloft an attaché case full of the offending lead pellets and said: *"Is this fixed?"* As the pellets could be heard moving about inside the bag, the answer was partly, no.

Given all the circumstances, Tyrrell had little choice but to go to court and on Thursday night, he applied to the High Court for an injunction which would allow him to race pending the final resolution of his appeal. That injunction (which effectively prevents someone from interfering with the rights of another, whether it be his work or entering his home) was granted and, on the following day, Mr. Justice Hurt granted a further order making it possible for the Tyrrell cars to race at Brands.

The basis of the order was that "natural justice" had been infringed when the FISA, before an appeal could be heard, barred Tyrrell from racing. As Brands Hatch is on British soil, and the commercial interests Ken was defending were impeded *in England*, Ken won a reprieve and FISA had to back down. It did, however, gain a triumph of its own, in that the Court declined to judge the rules violated or the facts of the case: those, the Court said, were not within its jurisdiction. The FISA owned the rights to the 'world championship' and could set its own rules.

On Saturday at Brands, both Tyrrell and M. Balestre gave extensive press conferences. Corny though it may sound, Tyrrell was both awed and gratified by his day in a British court: *"It was all quite wonderful,"* he said; *"it was dignified, fair and fascinating."* By which he meant to draw a contrast between the gentlemanly conduct of the barristers of both sides and what he clearly felt had been the star chamber proceedings of the FISA Executive Committee.

The tone of Balestre's conference was dogged, vigorous and contentious. The FISA president clearly felt he had a case, had won it and would stick by his guns. *"So far,"* he declared, *"FISA has been on the defensive. I warn you, from now on we shall be on the attack."* Asked how long he had known, or suspected, that the Tyrrell team was in a condition of illegality and why he didn't take action sooner, Balestre said: *"We are not allowed to scrutineer a car during a race without the consent of the team, and obviously no team is going to give that consent. We acted at the first available opportunity, when a Tyrrell car finished among the first three."* His press attaché was even more forthright; *"The FISA acted,"* said Gilles Geignault, *"to give its decision the maximum publicity."* And Balestre acknowledged that he was taking a *"great risk"* by banning a British team on British soil at a British Grand Prix. It all formed part of the *"grandeur and vicissitudes of Formula One"* and FISA had to *"regulate this complex and turbulent sport with absolute credibility."* Furthermore, he had been clement: he took the least damaging of the two options open to him by banning the Tyrrell team for the season; he could have banned Ken for life.

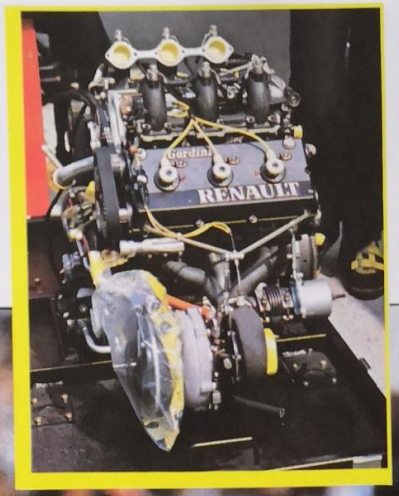
The atmosphere around the Tyrrell team was one of bafflement and sorrow. Ken's son Bob was acting as spokesman for the team (he is a director), but the straws were already in the wind. Ken's Italian sponsor, de Longhi, was allowing his sponsor's decal to stay on the car at Brands but not thereafter, and there would be no payments.

On Sunday morning, Ken assembled the FOCA teams (Bernard Ecclestone had joined with the majority on the FISA Executive Committee to ban Tyrrell and there were only four abstentions) and explained the position to them. *"I informed them,"* said Ken, who was back in a more combative mood, *"but I shall not ask them to take any action."* Which left Balestre free to remark that *"a few years ago we would have had a walkout of the FOCA teams."*

And as the Tyrrell cars were apparently not as fast as they have been on previous occasions, Renault's Jean Sage was heard to remark on the fact, as though in confirmation of the FISA thesis. As for Ken, he was looking ahead to the next battles: at the FIA appeal and possibly in the German courts for Hockenheim a fortnight hence, FISA sanguine about its chances there: the ADAC is very much a Balestre fiefdom these days.

Keith Botsford

Ken Tyrrell's press conference. His son Bob is on the right. (Bernard Asset)



HARD CHARGING

Another six points for Derek Warwick. After a long dry spell he pulled a second place finish out of the hat, just as he had in Zolder. The Régie's plucky English driver never lost faith but the man and his machine had been double faulting of late. The error was human in Dallas, but he had his share of reliability and fuel consumption problems with the Renault RE-50. Aerodynamic modifications were made by designer Michel Tetu — in upper left hand photograph — and the EF4 engine is not as thirsty as it once was. That was all it took to get Derek back up on the podium. Whereas Patrick Tambay — upper right — ran into trouble yet again, a hard charging Warwick could finally allow himself the luxury of a smile. (Photos Bernard Asset and DPPI)

SHORT RETURNS

Jo Gartner, Stefan Johansson. A peculiarity of the British Grand Prix was that it saw the return to Formula 1 of two young drivers who had been absent from the scene. For the Austrian — standing, with his helmet in his hand — it was the second Grand Prix of his career, his début having been at San Marino. As for the Swedish driver — caught here with his finger in his nose — the occasion marked an end to unemployment for him after his 1983 half-season with Spirit-Honda. Qualified with the 25th fastest time, the No 3 Tyrrell 012-Cosworth had bested the Osella FA1F-Alfa Romeo sporting No 30 during qualifying. Their luck stopped there, however, and the race for both of them lasted only a few seconds. At Graham Hill Bend, on lap 1, Patrese spun, visible on the far right of our main photograph. Ghinzani locked up his wheels and held firm on the inside, thus avoiding the mess, but those who had been following an outside line piled into one another, Cheever (No 23) having his wing demolished by Johansson and Alliot. As for Gartner, still far off, he had no choice but to go for the guardrails in order to avoid the fray. Pity... (Photos Lionel Froissart, Bernard Asset and DPPI)

Graham Hill Bend, warm-up lap for second start (DPPI)

NELSON LED FOR 11 LAPS AND WAS FALTERING ON THE WRONG TYRES WHEN HE WAS SAVED BY THE BELL

Derek Warwick/Renault RE-50 (Bernard Asset)

WARWICK HUNG IN THERE FOR A SECOND PLACE FINISH AND A WELCOME SIX POINTS, TOP BRIT OF THE DAY

René Arnoux/Ferrari 126 C4 & Andrea de Cesaris/Ligier LS 23-Renault (Lionel Froissart)

ARNOUX GETS PUSHY ON LAP 63 AT DRUIDS. HIS SUSPENSION DAMAGED, DE CESARIS THROWS IN THE TOWEL

Graham Hill Bend, lap 1: Jo Gartner/Osella FA1F-Alfa Romeo (Autopresse)

LAP 1. TRYING TO AVOID CHEEVER, JOHANSSON AND A LLIOT, GARTNER'S OSELLA HEADS FOR THE GUARDRAIL

Patrick Tambay/Renault RE-50 (Bernard Asset)

TAMBAY WOULD HAVE BEEN IN THE POINTS, THEN A PIECE OF PIQUET'S TURBO CAME FLYING OUT OF THE BLUE

Elio de Angelis/Lotus 95T-Renault (Bernard Asset)

DE ANGELIS FINISHED FOURTH. IN THE POINTS YET AGAIN. THAT'S NINE TIMES OUT OF TEN!

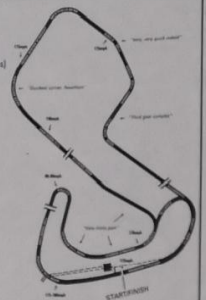
Brands Hatch, Paddock Hill Bend (DPPI)

BRANDS HATCH: WHAT MOTOR RACING IS ALL ABOUT. IT'S ALWAYS A SPECIAL PLACE TO COME BACK TO

STATISTICS

BRITISH GRAND PRIX

Date: July 22, 1984
Circuit: Brands Hatch
Length: 4.206 km (2.613 miles)
Distance: 71 laps, or 298.628 km (185.523 miles)
Weather: fine
Attendance: 162,000 over the three days



PREVIOUS WINNERS
(five last years)

1979: Regazzoni (Williams-Ford)
1980: Jones (Williams-Ford)
1981: Watson (McLaren-Ford)
1982: Lauda (McLaren-Ford)
1983: Prost (Renault)

THEIR FASTEST RACE LAPS

LAUDA	1m 13.191s	(57)
PIQUET	1m 13.656s	(52)
PROST	1m 13.879s	(24)
SENNA	1m 13.951s	(58)
WARWICK	1m 14.236s	(43)
DE ANGELIS	1m 14.389s	(57)
TAMBAY	1m 14.534s	(38)
ALBORETO	1m 15.131s	(47)
ARNOUX	1m 15.598s	(62)
DE CERARIS	1m 16.062s	(59)
ROTHENGATTER	1m 17.091s	(55)
GHINZANI	1m 17.091s	(37)
PATRESE	1m 17.319s	(44)
MANSELL	1m 17.326s	(47)
BOUTSEN	1m 17.750s	(47)
BELLOF	1m 17.930s	(45)
LAFFITE	1m 18.006s	(11)
SURER	1m 18.008s	(22)
HESNAULT	1m 18.126s	(22)
T. FABI	1m 18.354s	(07)
WINKELHOCK	1m 18.553s	(08)
ROSBERG	1m 19.336s	(03)
PALMER	1m 20.114s	(10)

STARTING GRID

PROST McLaren MP4/2-TAG 1m 11.076s	**PIQUET** **Brabham BT53-BMW** **1m 10.869s**
DE ANGELIS Lotus 95T-Renault 1m 11.573s	LAUDA McLaren MP4/2-TAG 1m 11.344s
WARWICK Renault RE-50 1m 11.703s	ROSBERG Williams FW 09-Honda 1m 11.603s
MANSELL Lotus 95T-Renault 1m 12.435s	SENNA Toleman TG 184-Hart 1m 11.890s (1)
TAMBAY Renault RE-50 1m 13.138s	ALBORETO Ferrari 126 C4 1m 13.122s
BOUTSEN Arrows A7-BMW 1m 13.528s	WINKELHOCK ATS D7-BMW 1m 13.374s
T. FABI Brabham BT 53-BMW 1m 14.000s	ARNOUX Ferrari 126 C4 1m 13.934s
LAFFITE Williams FW09-Honda 1m 14.568s (1)	SURER Arrows A7-BMW 1m 14.336
CHEEVER Alfa Romeo 184T 1m 14.609s	PATRESE Alfa Romeo 184T 1m 14.568s
HESNAULT Ligier JS 23-Renault 1m 15.837s	DE CESARIS Ligier JS 23-Renault 1m 15.112s
ROTHENGATTER Spirit 101B-Hart 1m 16.759s	GHINZANI Osella FA1F-Alfa Roméo 1m 16.468s (1)
ALLIOT RAM 02-Hart 1m 17.517s	PALMER RAM 02-Hart 1m 17.265s
BELLOF Tyrrell 012-Cosworth 1m 17.893s (1)	JOHANSSON Tyrrell 012-Cosworth 1m 17.777s
	GARTNER Osella FA1F-Alfa Romeo 1m 18.347s (1)

(1): Qualifying times from first (Friday) session.

OFFICIAL QUALIFYING TIMES

	Untimed Practice 1	Timed Practice 1	Untimed Practice 2	Timed Practice 2	Warm-up Sunday
1. PIQUET	1m 17.011s	1m 14.568s	1m 11.579s	1m 10.869s	1m 15.128s
2. T. FABI	1m 21.173s	1m 17.731s	1m 15.859s	1m 14.040s	1m 16.827s
3. JOHANSSON	1m 20.097s	1m 18.450s	1m 17.612s	1m 17.777s	1m 18.601s
4. BELLOF	1m 18.091s	1m 17.893s	1m 17.588s	1m 17.912s	1m 18.448s
5. LAFFITE	1m 18.527s	1m 14.568s	1m 15.941s	1m 26.939s	1m 17.550s
6. ROSBERG	1m 16.066s	1m 13.740s	1m 14.236s	1m 11.603s	1m 24.464s
7. PROST	1m 12.847s	1m 11.494s	1m 13.504s	1m 11.076s	1m 13.081s
8. LAUDA	1m 13.305s	1m 11.598s	1m 13.751s	1m 11.344s	1m 13.848s
9. ALLIOT	1m 29.151s	1m 24.043s	1m 17.728s	1m 17.517s	1m 19.344s
10. PALMER	1m 21.239s	1m 18.244s	1m 16.332s	1m 17.265s	1m 19.143s
11. DE ANGELIS	1m 13.579s	1m 11.734s	1m 12.864s	1m 11.573s	1m 15.227s
12. MANSELL	1m 13.890s	1m 13.184s	1m 12.962s	1m 12.435s	1m 17.006s
13. TAMBAY	1m 16.965s	1m 13.713s	1m 13.443s	1m 13.374s	1m 17.573s
14. WARWICK	1m 18.140s	1m 14.105s	1m 13.516s	1m 13.138s	1m 14.858s
15. SURER	1m 14.804s	1m 12.278s	1m 13.444s	1m 11.703s	1m 15.083s
16. WARWICK	1m 19.454s	1m 17.040s	1m 16.493s	1m 14.336s	1m 18.462s
17. SURER	1m 18.788s	1m 15.355s	1m 14.729s	1m 13.528s	1m 18.097s
18. BOUTSEN	1m 12.633s	1m 11.890s	1m 13.635s	1m 10.869s	1m 15.128s
19. SENNA	2m 14.556s	...	...	...	...
20. CECOTTO	1m 18.983s	1m 17.665s	1m 16.669s	1m 16.759s	1m 18.952s
21. CHEEVER	1m 16.318s	1m 14.871s	1m 15.537s	1m 14.568s	1m 19.143s
22. PATRESE	1m 15.852s	1m 15.113s	1m 13.621s	1m 14.609s	1m 17.392s
23. GHINZANI	1m 19.502s	1m 16.468s	1m 18.283s	1m 16.829	1m 25.403s
24. GHINZANI	1m 20.895s	1m 17.384s	1m 17.437s	1m 15.837s	1m 20.421s
25. HESNAULT	1m 19.299s	1m 16.116s	1m 17.114s	1m 15.112s	1m 16.582s
26. DE CESARIS	1m 15.620s	1m 13.545s	1m 13.356s	1m 12.122s	1m 16.220s
27. ALBORETO	1m 15.929s	1m 14.291s	1m 14.287s	1m 13.934s	1m 16.137s
28. ARNOUX	1m 21.659s	1m 18.347s	1m 17.926s	1m 18.121s	1m 18.215s
29.					
30. GARTNER					

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLaren 67.5 points; **2.** Ferrari 34.5 points; **3.** Lotus 32.5 points; **4.** Renault 26 points; **5.** Williams 24 points; **6.** Brabham 21 points; **7.** Tyrrell 13 points (*) **8.** Toleman 8 points; **9.** Alfa Romeo 6 points; **10.** Ligier and Osella 2 points; **12.** Arrows 1 point.
(*) Pending FIA's decision

RESULTS

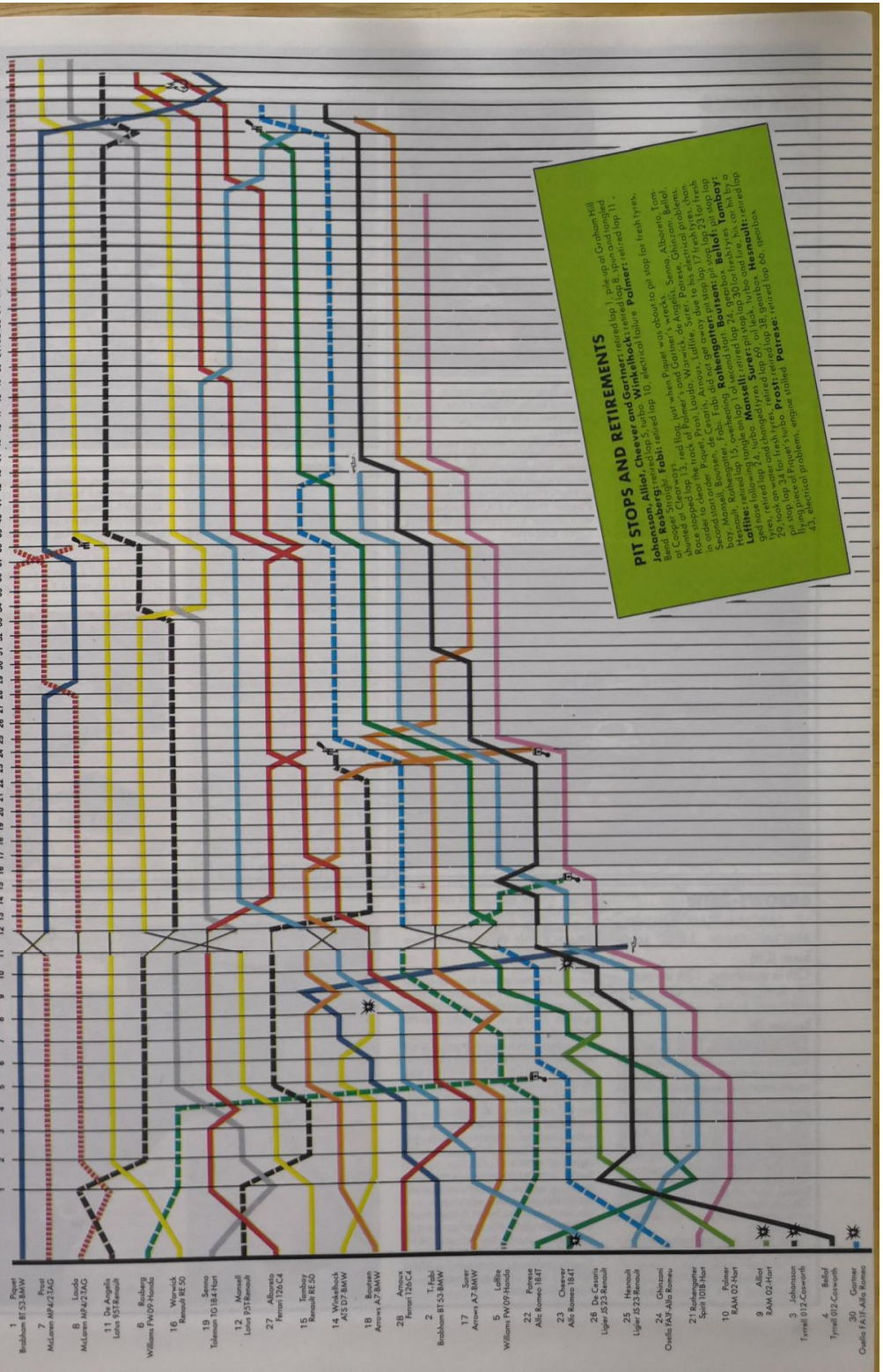
1. Lauda (McLaren MP4-2 TAG) 71 laps or 298.628 km (183.523 miles) in 1 hour 29m 28.532s at an average speed of 200.211 Kph (124.404 mph)
2. Warwick — Renault RE-50 — 42.122s
3. Senna — Toleman TG184-Hart — 1m 03.32s
4. de Angelis — Lotus 95T-Renault — 1 lap
5. Alboreto — Ferrari 126 C4 — 1 lap
6. Arnoux — Ferrari 126 C4 — 1 lap
7. Piquet — Brabham BT53-BMW — 1 lap
8. Tambay — Renault RE-50 — 1 lap
9. Ghinzani — Osella FA1F-Alfa Romeo — 2 laps
10. De Cesaris — Ligier JS 23-Renault — 3 laps
11. Bellof — Tyrrell 012-Cosworth — 3 laps
12. Surer — Arrows A7-BMW — 3 laps
13. Patrese — Alfa Romeo 184T — 4 laps
Unclassified: Rothengatter — Spirit 101B-Hart — 5 laps
9 laps

DRIVERS' WORLD CHAMPIONSHIP POINTS

	BRAZIL	SOUTH AFRICA	BELGIUM	SAN MARINO	FRANCE	MONACO	CANADA	DETROIT	DALLAS	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	PORTUGAL	TOTAL
1 PROST	9	6		9		4.5	4	2									34.5
2 LAUDA		9			9		6			9							33
3 DE ANGELIS	4		2	4	2	0.5	3	4	4	3							26.5
4 ARNOUX			4	6	3	1.5	2		6	1							23.5
5 ROSBERG	6		3		1	1			9								20
6 WARWICK		4	6	3						6							19
7 PIQUET							9	9									18
8 ALBORETO			9														11
9 BRUNDLE (*)	2							6									8
SENNA		1				3				4							8
11 TAMBAY	1				6												7
12 MANSELL					4		1		1								6
13 BELLOF(*)			1	2		2											5
14 LAFFITE								1	3								4
15 CHEEVER	3																3
PATRESE		3															3
T. FABI			2					3									3
18 DE CESARIS									2								2
19 GHINZANI				1												1	2
20 BOUTSEN																	

(*) Pending FIA's decision

LAP BY LAP - GIRO PER GIRO - RUNDE UM RUNDE - دورة بدورة - TOUR PAR TOUR - VUELTA A VUELTA - LAP E


1 Piquet Brabham BT 53-BMW
7 Prost McLaren MP4/2 TAG
8 Lauda McLaren MP4/2TAG
11 De Angelis Lotus 95T-Renault
6 Rosberg Williams FW 09-Honda
16 Warwick Renault RE 50
19 Senna Toleman TG 184 Hart
12 Mansell Lotus 95T Renault
14 Winkelhock ATS D7 BMW
18 Boutsen Arrows A7 BMW
27 Alboreto Ferrari 126 C4
28 Arnoux Ferrari 126 C4
15 Tambay Renault RE 50
2 T. Fabi Brabham BT 53 BMW
17 Surer Arrows A7 BMW
5 Laffite Williams FW 09 Honda
22 Patrese Alfa Romeo 184T
23 Cheever Alfa Romeo 184T
26 De Cesaris Ligier JS 23 Renault
25 Hesnault Ligier JS 23 Renault
24 Ghinzani Osella FA1F Alfa Romeo
21 Rothengatter Spirit 101B Hart
10 Palmer RAM 02 Hart
9 Alliot RAM 02 Hart
3 Johansson Tyrrell 012 Cosworth
4 Bellof Tyrrell 012 Cosworth
30 Gartner Osella FA1F Alfa Romeo

PIT STOPS AND RETIREMENTS

Johansson, Alliot, Cheever and Gartner: retired lap 1, pile-up at Graham Hill Bend. **Rosberg:** retired lap 8, spun off and tangled with Winkelhock. **Winkelhock:** retired lap 8, spun off and tangled with Rosberg. **Fabi:** retired lap 10, electrical failure. **Palmer:** retired lap 11, engine. **Laffite:** following engine change, started from pit lane, retired lap 15, fuel metering unit. **Manse Surer:** pit lap 1, retired lap 15, gearbox. **Hesnault:** pit lap 1, retired lap 15, gearbox. **Ballot:** pit lap 1, retired lap 15, engine. **Roikengatter:** pit lap 1, retired lap 15, engine. **Patrese:** pit lap 2, retired lap 15, engine. **Boy:** Mansell, following engine change, started from pit lane, retired lap 15, gearbox. **Arnoux:** pit lap 2, retired lap 15, engine. **Prost:** pit lap 17, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 1st. **Piquet:** pit lap 17, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 2nd. **Lauda:** pit lap 17, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 3rd. **Senna:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 4th. **Warwick:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 5th. **Mansell:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 6th. **Alboreto:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 7th. **Tambay:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 8th. **Boutsen:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 9th. **De Cesaris:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 10th. **Fabi:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 11th. **Surer:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 12th. **Laffite:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 13th. **Ghinzani:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 14th. **Rothengatter:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 15th. **Hesnault:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 16th. **Bellof:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 17th. **Palmer:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 18th. **Alliot:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 19th. **Cheever:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 20th. **Gartner:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 21st. **Johansson:** pit lap 2, lap 23 for tyres, lap 30 for fuel, lap 38 for tyres, lap 49 for fuel, lap 56 for tyres, finished 22nd.

ALFA ROMEO EURORACING

22. ALFA ROMEO BENETTON / ALFA ROMEO 184T/02: **Riccardo Patrese (I)**
17th in qualifying, 13th in race
23. ALFA ROMEO BENETTON / ALFA ROMEO 184T/03: **Eddie Cheever (USA)**
18th in qualifying, DNF in race
T. ALFA ROMEO BENETTON / ALFA ROMEO 184T/01

Steel brake discs with single Brembo calipers are being used on all the 184Ts.
The rear wing has five elements and an additional forward element, and the side winglets are made up of five elements as well.
Since Montreal, the front section of the sidepods has been raised above the air ducts. On Patrese's car, the rear section of the sidepods is flush, whereas Cheever's car is still sporting a shark-like fin just ahead of the rear wheels.
The air ducts on the sides of the Alfa are now in their permanent position.
The T car's injection pump has an electronic controlling mechanism manufactured by the Milanese firm of Nord Electronic. The system was tested at Zeltweg.
At Hockenheim, we might see the Alfa sporting McLaren-type Coca-Cola flanks. Whether or not they are adopted will depend on wind-tunnel testing at Fiat's Orbassano installation.
Engine: 1500cc V8 Alfa Romeo 890T with double Avio turbos (KKK type).
Tyres: Goodyear.

ATS-BMW

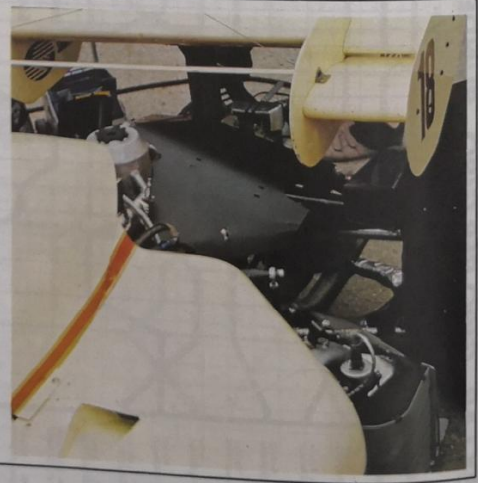
14. ATS WHEELS / ATS-BMW D7/1: **Manfred Winkelhock (D)**
11th in qualifying, DNF in race
T. ATS WHEELS / ATS-BMW D7/2

Manfred Winkelhock finally has a spare car, something which hadn't happened to him since Thursday qualifying at Monaco. However, the D7/2 has never put in a single lap on a circuit, which may serve to explain why it spent this race weekend under a tarpaulin at the rear of the ATS pits.
This car has a longer wheelbase than the D7/1, the result of a spacer located between the engine and the gearbox. It also presents some aerodynamic differences at the rear, although these are slight. In fact, it resembles almost exactly the D7/1 and is expected to be used on the faster circuits. If preliminary testing proves positive, the car should first be seen at Hockenheim.
The ATS D7/1 is looking the same as it did in Dallas, and the carbon fibre plates connecting the rear wing with the lower fairing, tested on Saturday in Texas, are not being used here.
The ATS is mounted with steel brake discs with single AP calipers. The central part of the wing is composed of four elements, and there are four elements as well for the side winglets.
Engine: 1500cc 4 cylinders in line BMW M12/13 with single KKK turbo.
Tyres: Pirelli.

ARROWS-BMW

17. BARCLAY TEAM ARROWS / ARROWS-BMW A7/1: **Marc Surer (CH)**
12th in qualifying, 12th in race
18. BARCLAY TEAM ARROWS / ARROWS-BMW A7/2: **Thierry Boutsen (B)**
15th in qualifying, DNF in race

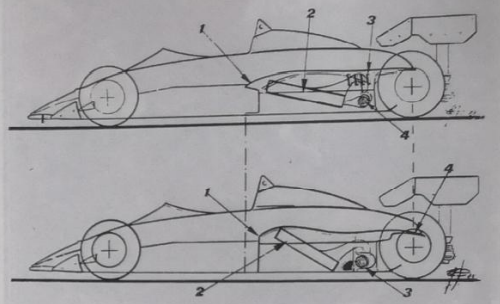
With the A6-Cosworth destroyed and the third A7-BMW still not ready, the Arrows team has no spare car at its disposal yet. Surer and Boutsen were assigned the same chassis here as in Dallas.
The Belgian driver has the added advantage of the new rear suspension with reinforced lower wishbones (similar to that on the McLaren).
The team had rather optimistically hoped that it might be ready for Detroit, but in fact it only cleared the final stages of fabrication on Wednesday the 18th.
As for Surer, he's still using the older design on his rear suspension. It's of the "Zolder" type with "Monaco" reinforcements. Both A7s have a new engine-hood with a more rounded design. On the right side it covers the front half of the car's air-box. There is also a new umbrella-type fairing over the gear train to increase the air-flow over the rear wing.
The A7's both have what has now become a classic spacer between engine and gearbox (as in Dallas) and sidepods with curved extremities, uncovering the ignition casing on the right and the turbo on the left.
The wings have a central portion made up of three elements, with three elements as well for each of the side winglets. The brake discs are steel with single Brembo calipers at the front and single AP calipers at the rear.
On Friday, only Boutsen was using the additional oil radiator which was mounted vertically in the front of the right rear wheel.
Surer went on to break a turbo in the morning session. The same misfortune befell Boutsen in the afternoon.
On Saturday, the Swiss driver stayed with the aerodynamic configuration he had been using the day before, and his car also used the additional oil radiator.
Engine: 1500cc 4 cylinders in line BMW M12/13 with single KKK turbo.
Tyres: Goodyear.



BRABHAM-BMW

1. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/4: **Nelson Piquet (BR)**
1st in qualifying, 7th in race
2. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/2: **Teo Fabi (I)**
14th in qualifying, DNF in race
T. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/3.

In spite of the fact that there was a CART race in Michigan on the same day as the British Grand Prix, Teo Fabi was at Brands. He has put an end to his association with the Forsythe Team in order to concentrate on Formula 1.
The three tubs here are the ones which were in Dallas, but they have been extensively modified in the interim. On the outside, the difference is in the sidepods which have been shortened, raised, and are of a squarer shape than previously. On the inside, work has been carried out on the totality of the rear end and on accessories to the engine.
The water radiator, located in the right flank, and the intercooler, which is in the left, are still mounted flat and inclined downwards from front to back. The angle of this inclination is much sharper than previously. The position of the turbocharger has changed, the tubing which connects the turbo to the engine has been revised and the design of the engine exhaust and waste-gate has changed.
The geometry of the car's rear end has been corrected. The engine cover now totally covers the air-box which is there fore invisible, and air-ducts have been added to the sidepods: on the left, it serves to cool the waste-gate and the left shock absorber, and on the right it directs air on to the right shock absorber.
The wings have three central elements preceded by a forward element, and each side winglet is composed of three elements. BT 53/03 and 04 have Heatco carbon fibre brake discs with single Girling calipers, and BT 53/2 has steel brake discs, again with single Girling calipers.
On Friday morning, Piquet was stopped when the wheel-bearing of his left rear wheel broke. He was using the "qualifying" BT 53/3 T car at the time, which was stripped of hydraulic jacks. He carried on with the race car, BT 53/4, which he kept for the afternoon qualifying session. That session was fraught with oil hose problems for Nelson, and a leak finally stalled him on the track towards the end of the hour. He had the 12th fastest time and Fabi had the 22nd best time.
Results like those were enough to send Gordon Murray back to the drawing board, and in the night from Friday to Saturday he came back to a more conventional aerodynamic configuration whose only peculiarity was an engine cover with cooling ducts, of the "Monaco" type, which completely covered the air boxes. That meant a huge amount of work involved in moving the radiators, the intercooler, all the adjacent tubing, a revision of the suspension and a re-fitting of the old exhaust system.
On Saturday morning, BT 53/3 and 2 had undergone this technical change, while BT 53/4 was still in the newer configuration. After 10 minutes of driving BT 53/4, Piquet asked that it too be converted back to the former set-up and he spent the rest of untimed qualifying in BT 53/3. It was with that "qualifying" car as well that he put in the best time in the afternoon session, snatching pole position away from the McLarens with a stunning improvement of 3.699 over his previous day's times. For the race, he was back in BT 53/4 which by then had reverted to a configuration which was identical to that of the other two cars.
Engine: 1500cc 4 cylinders in line BMW M12/13 with single KKK turbo.
Tyres: Michelin.



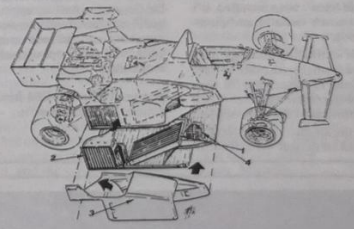
Below, Friday's configuration of the Brabham BT 53-BMW. *(1) The sidepods have been raised, they are more angular, and have been shortened by a dozen centimetres. (2) The very much inclined position of the intercooler / radiator supercharging system. (3) The new position of the KKK turbo together with pipes, exhausts and new rear suspension settings. (4) The upper sidepod profiles have been lengthened towards the rear.*
Above, the "Saturday / Sunday" configuration of the Brabham BT53-BMWs.

(1) The long classical sidepods. (2) The usual, almost horizontal layout of the radiator / intercooler supercharging system. (3) The cooling louvers of the engine block seen at Monaco. (4) The original position of the KKK turbos with pipes, exhausts and new rear suspension settings as originally designed.

SCUDERIA FERRARI

27. SCUDERIA FERRARI / FERRARI 126 C4/076: **Michele Alboreto (I)**
9th in qualifying, 5th in race
28. SCUDERIA FERRARI / FERRARI 126 C4/075: **René Arnoux (F)**
13th in qualifying, 6th in race
T. SCUDERIA FERRARI / FERRARI 126 C4/073 (Alboreto) and 126 C4/074 (Arnoux)

Now that the North American tour is over, Ferrari is back to its European quota of four cars at the circuit, as was last the case in Monaco. At Zeltweg, in between Dallas and qualifying for the British Grand Prix, a very modified Ferrari was tested: rear pushrod suspension, lower fairings which were longer and more curved, similar to those on the Renaults at the beginning of the season, a new positioning of the radiators, mounted flat and inclined towards the rear of the car and vertical intercoolers facing the road.
The new arrangement of these cooling components is more or less related to one tested last winter at Paul Ricard. At Brands Hatch, a very small minority of these innovations was put into effect on the two race cars, 126 C4/076 and 075. The main one was the modified position of the water radiators, in association with classic intercoolers, similar to those seen in Dallas and mounted longitudinally, receiving an air flow on the exterior vertical face of the sidepods.
The sidepods themselves are of a totally new design, that being necessary as a result of mounting the radiators, which used to be vertical, diagonally in relation to the longitudinal axle of the car, the front end being nearest to the tub. The new pods are more square, longer, and have an oversized air duct on top.
The spare cars are just as they were in Dallas.
All four cars have wings composed of three central elements and two elements for the side winglets. The steel brake discs are equipped with single Brembo calipers.
On Friday, the cars were mounted with "classic" exhaust systems (3 by 2 in 1 for each bank of cylinders) and the "lower" Marelli-Weber injection system. They kept those set-ups for Saturday qualifying, during which both Arnoux and Alboreto were so disappointed with the non-competitiveness of their cars that they tried out their spare cars, in order to compare the two. For the race, 126 C4/076 and 075 put their money on the "lower" injection configuration on their engines and "classic" exhaust systems.
Engine: 1500cc V6 126 Ferrari with double KKK turbos.
Tyres: Goodycar.



Sidepod modifications and set-up of engine parts on the Ferrari 126 C4 / 076 and 075.
(1) The new water radiator lay-out. (2) The position of the supercharging and intercooler system remains the same. (3) The new sidepods with (shown by the arrow) the upper air flow coming from the water radiator. (4) The ignition box. In the background, illustrated by a complete race car, the old configuration can be recognized by the classical sidepods and the vertical lay-out of the water radiator, in dotted lines.

LIGIER-RENAULT

25. LIGIER-LOTO / LIGIER-RENAULT JS 23/02: François Hesnault (F)
20th in qualifying, DNF in race
26. LIGIER-LOTO/LIGIER-RENAULT JS 23/04: Andrea de Cesaris (I)
19th in qualifying, 10th in race
T. LIGIER-LOTO / LIGIER-RENAULT JS 23-01

Twelve sets of suspension broken in the course of the three North American Grands Prix, one understands why Guy Ligier's team may not have been able to follow the scheduled programme of development. Ligier himself was not at Brands Hatch, any more than he had been at Montreal, Detroit or Dallas. Michel Ferté tested a new suspension at Dijon, designed by Michel Beaujon, but it still needs some fine tuning. The air-to-air intercooler furnished by Renault still hasn't been installed, it's waiting for a new radiator and modified sidepods.

The big air-extracting fairings have disappeared from the sidepods, as have the extra water radiators and the five-element fibreglass fairing which raised the upper portion of the sidepods just in front of the air ducts: those were all measures taken to beat the extraordinary heat in Dallas. The two Ligier cars have kept a small air extractor made of sheet metal which is located on the upper front portion of the sidepods.

On Friday morning, de Cesaris tested reinforced lower wishbones on the chassis anchoring points but reverted to the original set-up. The Ligiers' nose-piece is of a mono-block construction, only its two small elements behind the wings being adjustable. This nose-piece is rounder than the one they used in Dallas.

The cars have winglets composed of a single element, as against two in Dallas, while the central wing continues to be made up of three elements. De Cesaris has an additional forward mounted element which serves more to stabilize the wing than for aerodynamic purposes. They have steel brake discs with single Brembo calipers.

Subsequent to the accidents the team suffered in North America, they have brought back the 01 spare car which hadn't been seen since the South African Grand Prix.

In the absence of Guy Ligier, Claude Gallopin is directing the team's efforts. De Cesaris broke two engines during qualifying, one in each session. For the race, both cars had been equipped with additional air scoops to cool the front brake discs.

Engine: 1500cc V6 EF4 Renault with double Garrett turbos.
Tyres: Michelin.

LOTUS-RENAULT

11. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS-RENAULT 95T/03: Elio de Angelis (I)
4th in qualifying, 4th in race
12. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS-RENAULT 95T/02: Nigel Mansell (GB)
8th in qualifying, DNF in race
T. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS-RENAULT 95T/04.

Lotus tested carbon fibre SEP brake discs at Zeltweg, together with Lotus-design calipers, (manufactured by Tarox, Italy), but de Angelis didn't find them to be satisfactory, the car was not stable during braking. As a result, the 95Ts were equipped with their usual steel discs with single Brembo calipers at Brands Hatch.

All three cars have been fitted with large size air-air intercoolers, (they were previously only seen on the 95T/3). They all have classic style bodywork on which the sidepod louvers "à la Dallas" have disappeared. The "first of the season" type bodywork (tested at Rio) is more streamlined and was also tested at Zeltweg. It will almost certainly be used for the fast circuits coming up. The 95T/04 spare car was still seen sporting diagonally cut lower sidepods at Brands. The rear wings are either standard 3 + 1 + 3s, made up of three central elements with a forward element, plus three elements for each of the side winglets, or the new type 3 + 1 + 2 (2 elements for each of the side winglets) or 3 + 1 + 4 (4 elements for each of the side winglets).

Almost as soon as Mansell had started practice on Friday, he opted for the old model and de Angelis for the 3 + 1 + 4, designed to produce more downforce. He used this same configuration on Saturday; Mansell's gearbox blew with just fifteen minutes to go before the end of the second timed qualifying session. For the race, Mansell and de Angelis used their respective wings.

Engine: 1500cc V6 EF4 Renault with single Garrett turbo.
Tyres: Goodyear.

McLAREN-TAG

7. MARLBORO McLAREN INTERNATIONAL / McLAREN-TAG MP4-2/2: Alain Prost (F)
2nd in qualifying, DNF in race
8. MARLBORO McLAREN INTERNATIONAL / McLAREN-TAG MP4-2/1: Niki Lauda (A)
3rd in qualifying, 1st in race
T. MARLBORO McLAREN INTERNATIONAL / McLAREN-TAG MP4-2/3.

Ron Dennis's team went for testing at Zeltweg after the Dallas Grand Prix, and there they tested several modifications concerning the TAG engine, mainly new turbos. They also went to Hockenheim where they tested new front suspension settings on the car.

There were however no new modifications seen at Brands on the MP4-2s, the only changes were new parts following the numerous shunts and tangles at Dallas — three for Lauda, one for Prost. The wings have three central elements with a forward element plus 3 elements for each of the side winglets. The brakes were carbon fibre SEPs with McLaren twin calipers.

On Friday afternoon, Prost and Lauda encountered no problems and put in the two best lap times at the first qualifying session. Piquet took the pole from under their noses during the last timed session, on Saturday afternoon.

Engine: 1500cc TAG POI V6 with twin KKK turbos.
Tyres: Michelin.

OSELLA-ALFA ROMEO

24. KELEMATA OSELLA SQUADRA CORSE / OSELLA-ALFA ROMEO FA 1F/2: Piercarlo Ghinzani (I)
21st in qualifying, 9th in race.
30. KELEMATA OSELLA SQUADRA CORSE / OSELLA-ALFA ROMEO FA 1F/4: Jo Gartner (A)
27th in qualifying, DNF in race
T. KELEMATA OSELLA SQUADRA CORSE / OSELLA ALFA-ROMEO FA 1F/3.

The FA 1F/4 looks like a new tub, but is in fact the third chassis that Enzo Osella has built. The FA 1F/1 wrecked in the warm-up accident at Kyalami had been built around an Alfa Romeo chassis. This new tub was driven by Jo Gartner as planned.

He is the company's test driver and his one and only Grand Prix appearance was at the last San Marino Grand Prix. He was seen there in an antediluvian FA 1E powered by a normally aspirated V12 Alfa Romeo engine.

Ghinzani and Gartner's cars differed at Brands in that the wings were differently set up: four central elements with a forward element plus four elements for each of the side winglets on the FA 1F/2, and five central elements with a forward element, plus five elements for each of the side winglets on the FA 1F/4.

The second difference was that the FA 1F/2 kept the fairing air extractors for the air which has gone through the radiators under the sidepods, (seen at Dallas). The FA 1F/4 had normally cut sidepods.

Both were equipped with steel brake discs and single Brembo calipers. A new streamlined configuration has been planned for Hockenheim. Designed for fast circuits, it should be built around a longer wheel base with Coca-Cola-shaped rear bodywork, similar to the McLarens.

On Saturday afternoon, Ghinzani was amongst the four drivers with Laffite, Bellof and Senna who didn't improve on their previous day's times.

Engine: 1500cc V8 890T Alfa Romeo with twin Avio (type KKK) turbos.
Tyres: Pirelli.

RAM-HART

9. SKOAL BANDIT RAM AUTOMOTIVE / RAM-HART 02/3: Philippe Alliot (F)
24th in qualifying, DNF in race
10. SKOAL BANDIT RAM AUTOMOTIVE / RAM-HART 02/2: Jonathan Palmer (GB)
23rd in qualifying, DNF in race.

Alliot had a new tub, an exact replica of the former ones. It was in replacement of the 02/1, destroyed on the Friday at Dallas when the front suspension anchoring points gave way. The new shell, the 02/3, like Palmer's 02/2, has been fitted with lower front and rear suspension anchoring points, as a result of the testing carried out on the 02/1 at Dallas.

The wings are made up of 3 central elements with a forward element plus 2 elements for each of the lateral winglets. The steel brake discs have been fitted with double Lockheed calipers. It does seem to appear that the plans for a new car have been dropped for this season.

At Brands, on Friday morning, Alliot's turbo went and then the fifth gear pinion, whereas Palmer's engine blew. With insufficient time to repair the cars between sessions, both drivers qualified using Alliot's 02/3.

Palmer made a good job out of it, but Alliot was held up by a turbo change and was only out for two laps before the flag came out to bring them in.

Engine: 1500cc 4 in-line 415T Hart with single Holset turbo.
Tyres: Pirelli.

RENAULT SPORT

15. RENAULT-ELF / RENAULT RE 50/07: Patrick Tambay (F)
10th in qualifying, 8th in race
16. RENAULT-ELF / RENAULT RE 50/08: Derek Warwick (GB)
5th in qualifying, 2nd in race.
T. RENAULT-ELF / RENAULT RE 50/02.

Warwick had a new tub, the RE 50/08, instead of the RE 50/03 used at Dallas. It is made entirely out of carbon fibre. The Kevlar has been done away with. The cockpit and side panels have been made thicker and steel reinforcements have been added. This was done to put an end to the all too fragile set-up which was proved to be so most spectacularly at Monaco and less so at Detroit.

This RE 50/08 and Tambay's RE50/07 were fitted with large size air-air intercoolers, and also had Dallas type lengthened sidepods. Each enclosed an extra oil radiator, and two air extraction openings in the upper parts. These sidepods were illustrated in the last issue of GPI by Giorgio Piola. The front nose-cones are long and streamlined and incorporate the two stationary wings — the secondary elements are mobile — permanently.

To the rear, the lower bodywork has been worked on a great deal to improve the aerodynamics of the car. It has been shortened, and the vertical partitions have been done away with. It is more curved which means that it is a little higher, joining the upper suspension wishbones.

It has been fitted with a new type of exhaust system. There is a large single pipe for the engine and a small wastegate pipe, for each line of cylinders. Before there were three small pipes for each cylinder on each line and a wastegate pipe.

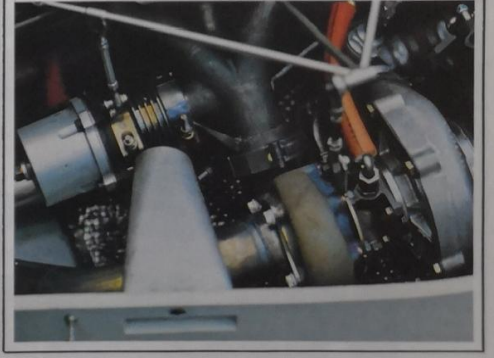
The spare car, RE 50/02 is also fitted with a pointed nose-cone, extra radiators, "Dallas" side pods and air-air intercoolers, but the lower bodywork remains classical with vertical partitions and the old exhaust system.

An automatically controlled temperature intercooler, designed to heat cooled fuel in the tank before it is injected into the engine during the race, was fitted to all three cars, so as to reduce the problems encountered due to great differences in temperature. The wings have three elements for the central portion and two elements for each of the lateral winglets. The brake discs are carbon fibre SEPs, together with single Renault calipers on the RE 50/07 and 08.

During the midsession on Friday morning, both Warwick and Tambay went back to using the classical steel discs similar to those on the spare car (still with the Renault calipers). Both drivers had to change turbos during afternoon qualifying.

On Saturday, Warwick shunted at Hawthorn Bend. His car was repaired just in time for the last timed qualifying session of the afternoon.

Engine: 1500cc V6 EF 4 Renault with twin Garrett turbos.
Tyres: Michelin.



SPIRIT-HART

21. SPIRIT RACING / SPIRIT-HART 101B/2: **Huub Rothengatter (NL) 22nd in qualifying, Not classed in race**
T. SPIRIT RACING / SPIRIT-HART 101B/1

The car remains all white: still no sponsor for John Wickham's team. Huub Rothengatter, who is reputed to have rich friends, should keep the Spirit drive through the end of the season.
The English cars are unchanged since Dallas. Gordon Coppuck, who's known better days back when he was at McLaren, designed a new push-rod front suspension six months ago but it hasn't been executed due to a lack of funds. Salvation for the Spirit team may take the form of turbos from Honda, which supplied them to Wickham in the past.
The Japanese company, whose logo is about the only thing on the flanks of the Spirit, makes up about 1/6th of Wickham's budget and should have a decision for him in two months.
The car has a central wing made up of two elements and side winglets also in the two-element configuration. It uses steel brake discs with double AP calipers at the front and single Lockheed calipers at the rear.
Rothengatter's 22nd fastest qualifying time was a distinct improvement over the previous qualifying performances. He also turned in the 11th race lap, another feat worthy of notice.
Engine: 1500cc 4 cylinders in line Hart 415T with single Holset turbo.
Tyres: Pirelli.

TYRRELL-COSWORTH

3. TYRRELL RACING ORGANIZATION / TYRRELL-COSWORTH 012/4: **Stefan Johansson (S) 25th in qualifying, DNF in race**
4. TYRRELL RACING ORGANIZATION / TYRRELL-COSWORTH 012/5: **Stefan Bellof (D) 26th in qualifying, 11th in race**
T. TYRRELL RACING ORGANIZATION / TYRRELL COSWORTH 012/1.

As a result of injuries sustained to his right ankle during Friday qualifying in Dallas, Martin Brundle is out of commission for several weeks and has been replaced by Stefan Johansson, who hasn't driven in Formula 1 since the 1983 Grand Prix of Europe which was run last autumn here at Brands.
The tub of Brundle's 012/3 having been completely destroyed in his crash, the Swedish driver has been assigned to 012/4 which was the car damaged by Bellof on Saturday in Detroit and since repaired.
The Tyrrells, which are now the only cars racing with Cosworth engines, are in a particularly sticky situation with FISA (see *Extra Extra* and *Paddocks*).
The cars are mounted with wings composed of three central elements plus two elements for the side winglets. Their brake discs (which are in-board at the rear) are of the smaller model here, without radial ventilation. That seemed a strange choice as Brands is known for being a hard-braking circuit. Both front and rear brakes are equipped with single Lockheed calipers.
Saturday morning, Bellof tested, again without success, lower rear fairings à la Renault which covered the gearbox. They had been seen on Friday in Dallas.
Engine: 3000cc normally aspirated V8 Cosworth DFY.
Tyres: Goodyear.

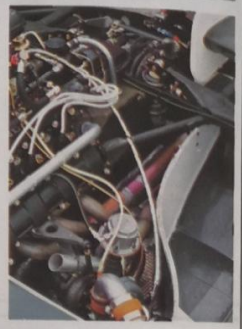
TOLEMAN-HART

19. TOLEMAN GROUP MOTORSPORT / TOLEMAN-HART TG 184/02 (4): **Ayrton Senna (BR) 7th in qualifying, 3rd in race**
20. TOLEMAN GROUP MOTORSPORT / TOLEMAN-HART TG 184/04 (6): **Johnny Ceccoto (V) Forfeited**
T. TOLEMAN GROUP MOTORSPORT / TOLEMAN-HART TG 184/03

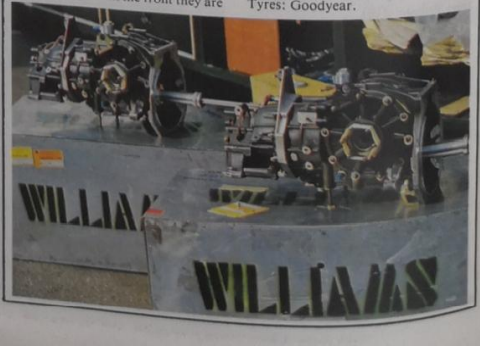
Cecotto had a brand-new car at his disposal here at Brands, the TG 184/04 (6). Sadly for him, he was only to get one lap in at the wheel.
Both cars had maintained the freon gas spraying system used to cool the intercooler and first seen at Dallas. The purpose of this system, which is housed in the left flank of the car, is to lower the engine's running temperature.
The cars have received few modifications since Dallas, the only exceptions being reinforced anchoring points of the front wishbones and a different seat installed in Senna's car. He had complained in the United States that the circulation in his legs was being cut off. He now sits slightly more forward and higher up in the cockpit, which has meant raising the roll-hoop a bit.
In both qualifying and the race, Senna used an electronically-injected Hart engine equipped with four injectors per cylinder. Brian Hart had brought only two of these engines to Brands, both of them for Senna who should have exclusive use of them through the end of the season.
Saturday morning, he broke a turbo in his spare car and then blew one of the two engines with electronic injection on his race car. Fourth fastest on Friday, he dropped back on the grid during the final qualifying session.
The Tolemans have steel brake discs with single Brembo calipers. The wing has three central elements and two forward-mounted elements.
Engine: 1500cc 4 cylinders in line Hart 415T with single Holset turbo.
Tyres: Michelin.

WILLIAMS-HONDA

5. WILLIAMS GRAND PRIX ENGINEERING/WILLIAMS-HONDA FW 09B/03: **Jacques Laffite (F) 16th in qualifying, DNF in race**
6. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW 09B/04: **Keke Rosberg (SF) 5th in qualifying, DNF in race**
T. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW 09B/01.



The three Williams have been extensively modified, and are now using the initial "B" (FW 09 B) which had already been used for the FW 09/06 for the first day of qualifying in Canada. At the time, the modifications made were done very hurriedly in an attempt to improve things and hadn't worked. As with the Montreal FW 09 B, the Brands Hatch FW 09 B has different bodywork, à la McLaren, which is to say the Coca-Cola bottle shape, but the whole section located behind the driver has been changed.
The spacer between engine and gearbox containing the oil tank has been lengthened by 12 centimetres, and the wheelbase of the car has therefore been lengthened by as much. This benefits both the work of the rear wing, made up of three central elements and three elements for each side winglet, and the car's handling through corners.
The turbochargers, the system's wastegates and the exhausts have been shifted and placed more judiciously within the rear section of the sidepods, allowing for better cooling. The exhaust now dumps out across the lower profiles which have been completely redesigned.
The suspension use an upper rocker, as in Montreal, and in the front they are mounted around the "old" spindle of the FW 07, as we saw in two out of the three cars in Dallas. The sidepods continue to have an inner flap at the front which separates the flow of air in two, the upper part going towards the radiator and the lower one towards the intercooler.
The brakes are classic steel discs for FW 09B/03 and 04 and SEP carbon fibre discs on FW 09B/01, the spare car. In both cases, the front calipers are single AP's and the rear calipers double Lockheeds.
Friday afternoon, Laffite was held up as a turbo was changed on his car and Rosberg had an engine failure on the track towards the end of the session.
Saturday afternoon, the mechanical problems were for Laffite and he qualified with Rosberg's car, once the Finnish driver had been through both sets of his qualifying tyres. He did not improve over his previous day's times.
For the race, Rosberg stayed with the spare car FW 09B/01 in spite of ignition problems during warm-up. That car was mounted with the carbon fibre brake discs.
Engine: 1500cc V6 RA163-E Honda with double Ihi turbos.
Tyres: Goodyear.



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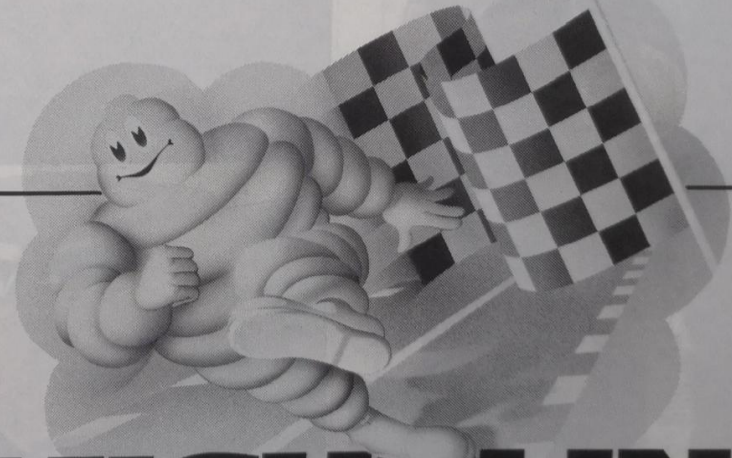
1983	Alain Prost	Renault Turbo
1982	Niki Lauda	Marlboro McLaren
1981	John Watson	Marlboro McLaren



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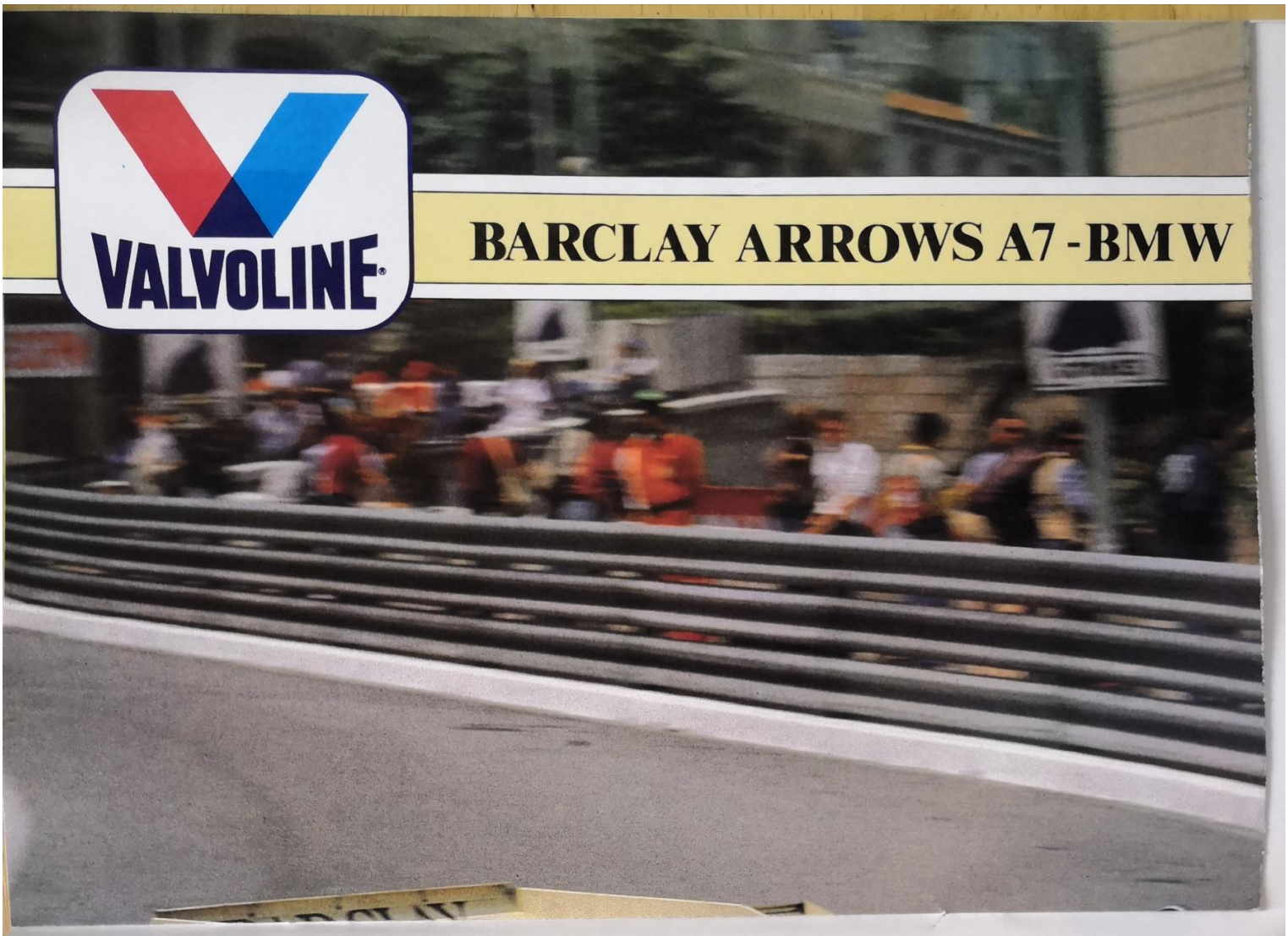
VALVOLINE

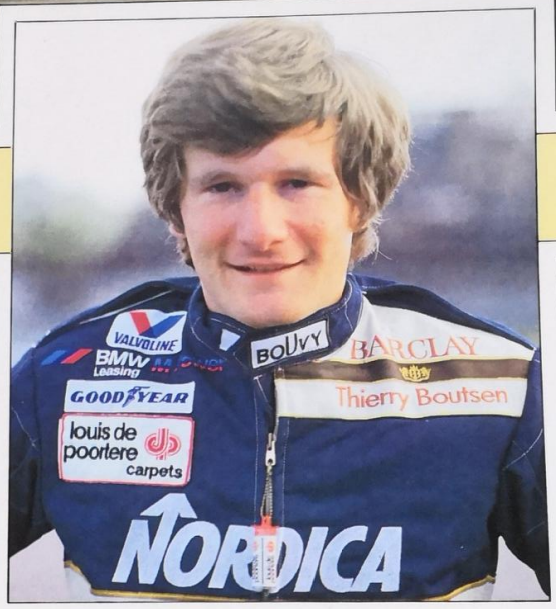
BARCLAY ARROWS A7 - BMW



BARCLAY ARROWS A7 - BMW

TURBO

Marc Surer



Thierry Boutsen

SPECIAL GRAND PRIX COMPETITION
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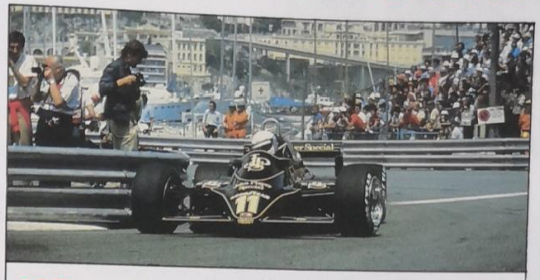

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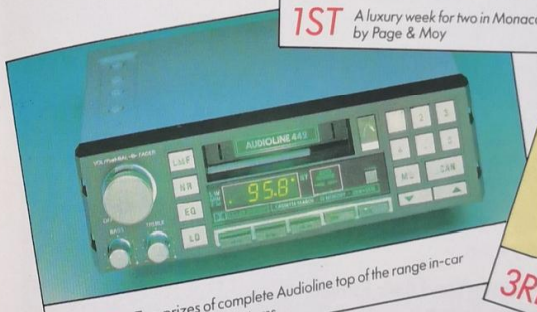

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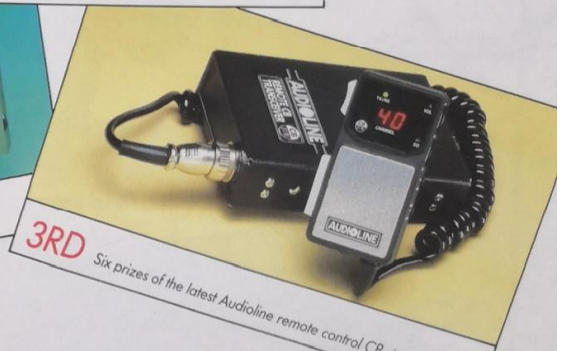

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THE QUESTIONS

1. **Other than Carlos Reutemann, there was another Argentinian who drove for a Grand Prix team in 1981. Who was he?**
   a) Quique Mansilla b) Juan-Manuel Fangio c)Angel Guerra d) Oscar Larrauri.
2. **Which of the following Formula One teams has Rene Arnoux NOT driven for?**
   a) ATS b) Surtees c) Renault d) Martini
3. **Who was the first driver ever to race a Toleman in a Grand Prix?**
   a) Derek Warwick b) Teo Fabi c) Brian Henton d) Chris Witty
4. **One of these drivers only ever led 3 laps of a Grand Prix in his career, but he won the race and got into the Record Books at the same time!**
   a) Vittorio Brambilla b) Peter Gethin c) Jean-Pierre Beltoise d) Elio de Angelis
5. **These four drivers made their Formula One debuts in 1983 but only one finished his first Grand Prix race.**
   a) Thierry Boutsen b) Stefan Johansson c) Corrado Fabi d) Kenneth Acheson
6. **Which of these British gentlemen won the 1964 World Drivers Championship in a Ferrari?**
   a) John Lloyd b) John Toshack c) John Surtees d) John Hollway
7. **Which manufacturer was the first to use 1.5 litre turbocharged engines for Formula One in the 1970's?**
   a) Ferrari b) Alfa Romeo c) Renault d) Reliant
8. **When did Keke Rosberg win his first Formula One race?**
   a) 1978 b) 1979 c) 1981 d) 1982

HOW TO ENTER

THE SPECIAL GRAND PRIX COMPETITION

Put the letter a), b), c) or d) corresponding to the answer which you believe to be correct for each question in the boxes provided. When you have answered all the questions, complete the tie-breaker. Then detach the Entry Form and post it to the address given **to arrive no later than first post on 31st August 1984**.

COMPETITION RULES

1. **The competition is open to residents of the United Kingdom only.**
2. Photostats or other copies will not be accepted, but your are allowed as many entries as you wish so long as each is on a valid official entry form.
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5. The Editor's decision is final and no correspondence will be entered in to.
6. Entries will close on 31st August 1984. Any entries received after that date will not be eligible for the competition.

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To Grand Prix Competition, 50 Lombard Road, London SW11 3SU.
My answers to the questions are:

1	2	3	4	5	9	7	8

Tie-breaker: – Now state in not more than 25 words "How Grand Prix Racing benefits the average motorist."

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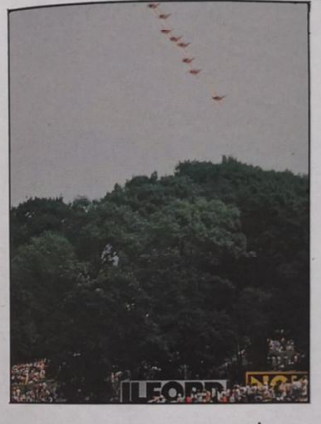
Signed

BRANDS HATCH JUL 22 1984 KENT

BRANDS HATCH



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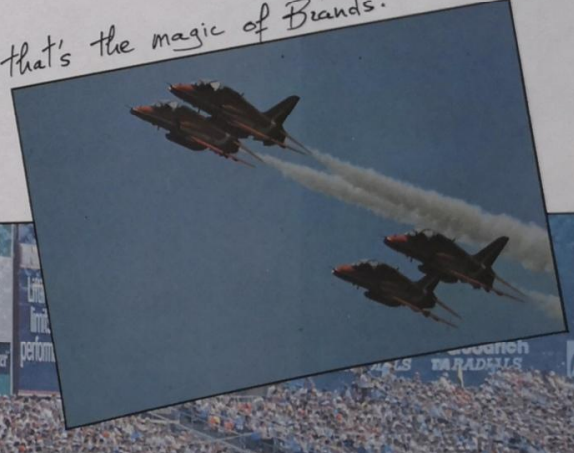


a massive crowd,

OUTRIDERS

IT WAS MORE THAN A SHAME THAT THE WORKS PORSCHES WEREN'T AT BRANDS THIS WEEKEND. THE VICTORY, WHICH WENT TO LONE FORERUNNERS, JONATHAN PALMER AND JAN LAMMERS, WILL BE SURROUNDED BY AN INKLING OF DOUBT - WOULD THE LLOYD-956 WHICH FINISHED 5TH MINUS FIFTH GEAR, HAVE BEEN ABLE TO BEAT THE ROTHMANS-PORSCHES? YOU'LL HAVE TO WAIT 'TILL SPA TO FIND OUT. THE LANCIAS ARE BACK IN GREAT SHAPE AND THE PORSCHE TEAMS MORE THAN WILLING AND ABLE TO PUT UP A FIGHT.

by Xavier Chimits

It was really strange arriving at Brands Hatch on Friday morning. First of all, there was no-one around, not even to check your tickets. The stands were being taken down. Young people were collecting the rubbish left over from some festivity. I began wondering if I hadn't got the date wrong. Just five days ago this place had thronged with ardent F1 fans. 109,000 spectators came to the Grand Prix last Sunday. It may well be the all-time record in the history of F1. So any comparison between Group C and F1 may be rather unfair. John Webb hit on the excellent idea of giving a free ticket to everyone who booked their Grand Prix ticket in advance. 60,000 free tickets were given away as a result. It's a bit of welfare for Group C who are in danger, and in view of the way things stand today they can't look a gift horse in the mouth.

Saturday dawned bright and clear, but the stands were still empty for the practice sessions for the 1000 km and various F. Fords and the like without which a meeting wouldn't be a meeting in Britain. The worrying then began to be felt, intelligent comments were being made — *"With this beautiful weather, they'd rather go to Brighton to get brown"*. Or, *"Last week, they spent over five hours just trying to get out of the circuit, and just as much to get in on race morning. They've had enough of auto racing for one year"*.

In the end 20,000 spectators turned up on Sunday. OK, so there were more witnesses to those historic battles, *"the famous Ferrari duels from the golden age of Endurance"*, the in-expression for those who harp on about the past. It wasn't as bad as they would have liked to have made out. It was a pity though, for these 20,000 fans that the 1000 km wasn't as exciting as the Nürburgring round a fornight ago. Even though the works Porsches only grace us with their presence for Constructor rounds of the WEC, the fight for the podium promised suspense, just like at Le Mans. Palmer and Lammers lost no time in revealing the names of the future winners. At the end of Palmer's first relay, the race, was already decided, bar engine failure. Palmer wasn't content with just lapping drivers like Mass, Wollek, Bellof or Boutsen a second time, but cheekily came in for fuel some three or four laps after the others. The Canon Porsches were by far the quickest in spite of using a lower turbo pressure setting. The first hour's racing was great with Wollek and Bellof fighting it out with Boutsen, deploying anything but a 'wait and see' tactic.

The only person to menace Palmers at the beginning was Jochen Mass after he dispensed with Wollek and Bellof in no time at all. By dint of wanting to reel Palmer in, the German gave his tyres a thrashing. The Mass/Pescarolo Joest 956 was handicapped with abnormally high fuel consumption and was continually in fear of losing a possible second position on the podium to the Fitzpatrick Porsche 962. The Blaupunkt Porsche almost lost the benefits of having put on a superb show through high fuel consumption. *"I told Henri Pescarolo that he had to put in 40 laps before he came in for more fuel,"* Domingo Piedade the very fluent Portuguese manager of the Joest team told me. *"I don't know how he managed to, but he did."*

In the flat 6-cylinder Porsche range, nothing looks more like a 2649cc than a 3-litre engine, except that the latter is more powerful and burns a lot more fuel... These two characteristics are valid for the Joest Porsche too. Joest prepares his engines himself, so the transformation could have gone unnoticed. If you can take Piedade's word, which you shouldn't do, then the Joest Porsche was powered like the other 956s by a 2649cc engine.

Regular Joest driver, Stefan Johansson, must have a strong disliking for Brands. Only one lap at the Grand Prix without mentioning the terrible squabble with FISA over the Tyrrell affair. It was better than not racing at all but another misadventure was

A GREAT RACE WITH WOLLEK AND BELLOF FIGHTING IT OUT WITH BOUTSEN DEPLOYING ANYTHING BUT A 'WAIT AND SEE' TACTIC.

experienced by the blue-eyed Swede at the 1000 km. Stefan took part in untimed practice on Friday before he left for Zandvoort to test drive the Tyrrell. Theoretically he should have been back at Brands for qualifying. Unfortunately he was held up by his plane taking off late and arrived at the circuit at the end of the qualifying session. He was hoping that the organizers would understand and allow him to put in his qualifying times during the warm-up. They would not bend. They remained just as staunch as they had done for Jacky Ickx. The Belgian driver had worked out a plan whereby he would be able to defend his world title and honour his IROC entry in the States and still be at Brands in time for the warm-up. The organizers made it clear that it was useless for him to come back; he did, only to be told that as he hadn't taken part in Saturday's qualifying, he was banned from the race. Apparently the men at Brands were hoping for nothing better than to have Jacky racing at Brands at the wheel of a Brun Porsche, but they didn't want to run the risk of Jean-Marie Balestre taking it the wrong way. He is a man who goes by the rule book. It's now common knowledge that Balestre and Ickx are going through a sticky period. In the light of this, the organizers had to refuse Johansson this favour as they had been compelled to do so with Ickx for obviously political reasons. Auto sport has become terribily devious as of late.

As things turned out, the three cars which put on an exciting show in the form of their battle for third place befell assorted ends. Barilla shunted in his Lancia, the clutch went on Bellof/Grohs' car and cost them a dozen laps and Boutsen/Hobbs had ignition problems. This is the reason behind the Kremer Porsche driven by Sutherland/Fouche/Wilson obtaining such a surprisingly good placing. The Baldi/Martini Lancia was left a long way behind when one of the front bearings went. As a result it had a remarkable fight carving its way back up through the field. Wollek had come to lend the Transalpine team a strong helping hand.

Second place was all Jochen Mass needed to take the lead in the Drivers' World Championship, one niggly point ahead of his one-time team-mate Henri Pescarolo (Stéphane Compoint/DPPI)

Whatever problems were experienced by Boutsen, Bellof or Baldi, the Canon 956 driven by Palmer/Lammers finally made it as the lone forerunner at Brands this weekend; everyone had known they had the potential since Silverstone. The spiteful tongues will be saying that it's easy when the cat is away. If the works Porsches had been racing, its unlikely that the outcome would have been different.

At a time when everyone is taking a serious look at the Endurance problems, it'll be beneficial to note that some teams are trying to get the most out of Group C in the best possible way — they are trying to end the infernal domination of the works Porsches. The Palmer/Lammers victory couldn't have been timed better for a team who don't race with Porsche material bought off the peg, but constantly try to improve on it. A front wing, a rear two-level winglet, modified lower bodywork, a reputable team manager by the name of Keith Green, good quality drivers, and an ex-Lotus engineer whose job is to keep improving the car. John Lloyd has put everything he can into trying to beat the works Porsches. This young team owner with the sad pale-looking face of a romantic hero who once mananged rock-'n-roll teams rightly deserved this victory. Many people at Brands were delighted with Palmer/Lammers' win. It came as no surprise that John Fitzpatrick ond Domingo Piedade were among the first to congratulate Lloyd and Green.

On Saturday afternoon, Jan Lammers left for Spa to take part in a European round of the Renault 5 championship. As there was fog, and he had to land at Liège and get to the circuit by road, he got a lift from an airport fuel attendant who was only too happy to oblige. He was held up by traffic jams and the last two kilometres to the circuit were covered at break-neck speed with his racing overalls on. He managed to get into the cockpit of his car just as the warming up began and won the race. The next day, along with Jonathan Palmer and Richard Lloyd, he chalked up his first Group C victory. What you might call a lucky weekend.

The same can't be said of Cesare Fiorio. The elegant Group C dresser, (he now wears leather-frame Ray-Ban sunglasses) took a few days off to compete in the Viareggio/Bastia/Viareggio off-shore race. Engine failure dashed the hopes of the only Endurance manager to have two world off-shore titles to his credit. Fiorio arrived at Brands on Sunday looking very tanned to witness the bitter defeat of his cars. At Silverstone, as at Monza, the Lancias showed themselves to be at least as quick as the works Porsches. Slower circuits such as the 'Ring or Brands seem to suit them less. So we'll have to wait and see at Spa (Mosport appears to be a hoilday jaunt), to find out if things have changed in Endurance. In spite of all the promises and hopes, the works Porsches have won the three races in which they have competed. We won't be sticking our necks out too far if we predict that at Mosport they'll be in for their fourth success of the season. □

Bob Wollek/Lancia LC2 (DPPI)

JESUS CHRIST

DINNER WAS ENDING AT FOSSATI, THE DRIVERS' GATHERING PLACE WHEN THEY COME TO MONZA. IT WAS LAST APRIL, ON THE EVE OF THE 1,000 km. Conversation turned to the merits of Stefan Bellof, a subject which is known to annoy Bob Wollek. His voice took on a cutting tone: *"When Bellof is two seconds faster in qualifying than Ickx, Mass and Bell at Silverstone, a circuit with five corners, what do you think the explanation is?"* There was silence around the table. One had to be careful with one's answer... Um, a special engine? You got it. Bob's face relaxed. I would have said "the fire of youth", which is the official explanation from the Porsche factory.

Second leg at Brands Hatch. Bellof, who's on the outside of the first row, has tried to anticipate the start. Seeing that, Palmer has slowed down, forcing the German to brake in order to stay even with him. Then Jonathan re-accelerated suddenly as the pace car left the track. Bellof was taken by surprise. Wollek took advantage of the fact to overtake him on the inside of Paddock Bend. The first time they went by, Palmer had in his wake Wollek's Porsche, Bellof, Mass, Boutsen and the rest of the crowd. Mass picked off Bellof in the braking for Surtees Bend on lap 2, then took Wollek at exactly the same spot a lap later. *"It's strange but that corner has always been good to me,"* explained Jochen. *"I don't take the same line as the others. I come into the apex much sooner. I can remember back in F3 having passed loads of guys that way."* Mass went on to pursue Palmer, in a handsome effort which was all for nought. He let Wollek, Bellof and Boutsen battle it out for third place. It was obvious that the Lancia was slowing down the two Porsches, especially in the slow sections of the circuit, from Druids hairpin to Graham Hill Bend. It was in that uphill left-hander that Bellof, lap after lap, did his hard charging. The white Porsche would surge forward, seeming on several occasions to be within striking distance of the Lancia, but Wollek, unshakable, held to his line and got away from Bellof when he accelerated. From time to time, when Wollek found backmarkers in his way, Bellof's attacks were more pronounced. Only once did he try to overtake Bellof, on lap 22. Coming out of Dingle Dell, Wollek and Bellof were momentarily blocked by drivers they were lapping. Boutsen saw an opportunity. He tried to pass Bellof on the inside, without success. Wollek and Bellof were back in their habitual line going into Stirlings Bend. The two Porsches touched. There were no consequences for the Brun 956. The Fitzpatrick 956 spun immediately, took off on a kerb and stopped in the tyres. Boutsen went into the pits for a routine check. When he tried to take off again, his ignition casing gave way. It took ten laps to replace it.

Wollek turned the car over to Barilla, and with his usual economy of language had the following comment to make about the relay he had just driven: *"Since Jesus Christ, I haven't known anybody who could walk on water. Not even Bellof."* It was a nice phrase. For those who don't understand, it meant that no driver exists, no matter how talented he is, who can perform miracles. *"Be careful, Bellof is a very good driver, a guy who's going to go far. But with a private Porsche, he's not two seconds faster than everybody."* Not that one should think Wollek has it in for Bellof. In fact, the German driver had no complaints to make about the resistance Wollek put up. He scarcely said that yes, there were two or three times when the Frenchman closed the door on him during the first relay. If Wollek has any resentment at all, it's towards the members of the press who are too quick to shout that a genius has appeared when a talented young driver arrives on the scene, a Bellof or a Senna or a Brundle. No doubt because he himself spent too long languishing in the shadows of anonymity, which today looks for all the world like a flagrant injustice. The day they handed out F1s he was quite simply forgotten, no one knows why. Whenever there have been drivers from F1 on his path in Endurance these last few years, be it Johansson last year at Joest, or Patrese or Baldi this year at Lancia, Wollek has hardly been put to shame by the competition. So naturally he likes to put things straight from time to time.

Barilla sent the lovely Lancia into the catchfencing at Clearways. The young Italian was the first to admit he was to blame: *"It's totally my fault. The car was oversteering. I spun at the beginning of the curve."* Wollek didn't hold it against him. To loosen up the atmosphere a bit, he went over to Fiorio and put a friendly arm around his shoulders: *"Cesare, all the great drivers have gone off at Clearways."* Later on, he went back out in the second Lancia. And put in the fastest lap, tied with Palmer.

Xavier Chimits

PORSCHE

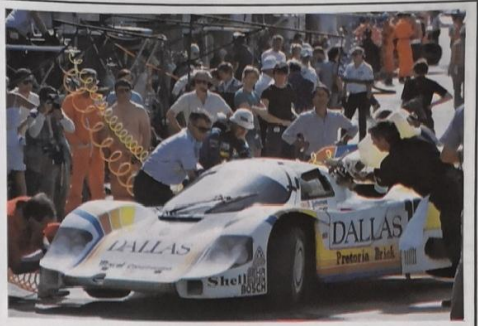
8. JOEST RACING / PORSCHE 956-117: Henri Pescarolo (F) / Jochen Mass (D)
3rd in qualifying, 2nd in race
9. TEAM WARSTEINER / PORSCHE 956-111: Walter Brun (CH) / Leopold von Bayern (D)
11th in qualifying, 8th in race
10. PORSCHE KREMER TEAM / PORSCHE 956-101: David Sutherland (GB) / George Fouche (ZA) / Désiré Wilson (ZA)
8th in qualifying, 4th in race
12. DIETER SCHORNSTEIN PORSCHE RACING TEAM / PORSCHE 956-105: Dieter Schornstein (D) "John Winter" (D) / Volkert Merl (D)
11th in qualifying, 9th in race
14. GTI ENGINEERING & CANON RACING / PORSCHE 956-106: Jonathan Palmer (GB) / Jan Lammers (NL)
1st in qualifying, 1st in race
19. BRUN MOTORSPORT / PORSCHE 956-116: Stefan Bellof (D) / Harald Grohs (D)
2nd in qualifying, 5th in race
33. SKOAL BANDIT PORSCHE TEAM / PORSCHE 956-102: David Hobbs (GB) / Thierry Boutsen (B)
5th in qualifying, 6th in race
55. SKOAL BANDIT PORSCHE TEAM / PORSCHE 962-105: Guy Edwards (GB) / Rupert Keegan (GB)
7th in qualifying, 3rd in race

There were eight C1 Porsches at Brands Hatch, as against sixteen at Le Mans, thirteen at the Nürburgring and at Silverstone, and eleven at Monza. The relatively feeble showing can be explained by the absence of the works Porsches, which are only participating in races for constructors' world championship points, the forfeit of the Obermaier Porsche and equally, although less so, by the upcoming 1000 kms at Mosport. Fitzpatrick's preference was to keep his third car for Canada, and as for the Kremer brothers their 956 driven by Winkelhock/Surer at the 'Ring never left its transport lorry.

Meanwhile, at Joest, Pescarolo was back in the car he drove to victory at Le Mans and which had since been driven by Mass at Norisring and Diepholtz. He won the latter race, which took place a week before Brands Hatch. Jochen has a contract with Blaupunkt for all of the races in the German championship, which serves to explain why the Joest Porsche was not wearing its habitual New Man livery at Brands Hatch. Sigala being at the Spa 24 Hours, Walter Brun painted the Gaggia 956 in Warsteiner colours. The 956 which he drove at the 'Ring, a drive he shared with Leopold von Bayern, thus went to the team of Bellof-Grohs sponsored by Eterna.

John Fitzpatrick has given up using Yokohama tyres and will be on Goodyear rubber for the rest of the season, the same as last year. Hobbs and Boutsen's excellent race at the 'Ring on a 956 using Goodyears is no doubt the explanation for this decision. He had the team of British and Belgian drivers try out both of his 956's, the 114 and the 102, before deciding to use the latter for the race, in spite of the fact that it is last year's model. Taking a leaf from Joest's book, the British manager has got rid rid of the Bosch Motronic injection system, reverting to mechanical injection on his 956.

Following the plague of broken engines early on in the season, the Porsche technicians have retarded the ignition, which (according to Fitzpatrick) has meant a loss of about twenty horsepower compared to engines equipped with the classic injection system. The savings in petrol is less than 10%. Since the Nürburgring, the Skoal Bandit Porsche's engines are being prepared by Charles Ivey. All the other Porsche 2649cc 6-cylinder engines with double KKK turbos are prepared by the factory in Stuttgart. The only exception to that is Joest, who sticks by the rule that if you want something done well, do it yourself. The Kremer brothers are also members of the Goodyear camp for their 956 driven by Sutherland and the two South African drivers, Fouche and Désiré Wilson.



With the exception of Kremer and the Skoal Bandits, all of the Porsches are on Dunlop tyres. John Lloyd's Canon 956 had been equipped with a curious wing which was meant to correct the understeering which is traditionally a problem at Brands Hatch. That 956 also has a two-part rear wing, the first section of which has no incidence for improved adherence. During qualifying, Palmer proved that the set-up was aerodynamically correct in spite of the fact that the rear hood began to give way over the wheel wells on Friday afternoon.

Keith Green, team manager at GTI Engineering, had the rear hood strengthened with carbon fibre strips. The "B" 956 being prepared by Nigel Stroud, former Lotus engineer, should be ready and racing for John Lloyd at Spa. The car has already been entered in competition, driven by Jonathan Palmer at Silverstone. It has front pull-rod suspension, modified rear suspension with new mountings and single AP calipers replacing double Porsche calipers.

ALBA-GIANNINI

81. JOLLY CLUB / ALBA AR2-GIANNINI: Martino Finotto (I) / Carlo Facetti (I)/Almo Copelli (I)
13th in qualifying, 17th in race

There will be three Albas racing at Mosport which is why Martino Finotto and engineer Stirano decided only to enter one Alba, the Alba No 81 sporting Duracell's colours, usually driven by the Pavia/Copelli/Dacco team, whereas the green Alba No 80 remained at the far end of the Italian pits. The Alba No 81 was constructed in 1983 and weighs in at 780 kilos on the scales which means that it is 60 kilos heavier than the No 80.

The Albas are fitted with carbon-fibre monocoque chassis, and are powered by a 4-cylinder Giannini with a single turbo. The engine size is 2679cc. These engines have been prepared by CARMA, the group belonging to Facetti and Finotto, it produced 420 bhp during qualifying. Martino Finotto tested Avon and Dunlop rubber and Brands, and finally opted for Dunlop.

CEEKAR-FORD

88. ARTHUR HOUGH PRESSINGS & ARK RACING / CEEKAR 831J-FORD: Max Payne (GB) / Chris Ashmore (GB)
21st in qualifying, DNF in race

This was the third race, after Silverstone and the Nürburgring, for Derek Matthews' black Ceekar. The car was first introduced last year during the Brands Hatch 1000 kms.

It is powered by a two-litre Ford BDX engine which develops 290 horsepower and is prepared by Alan Smith. The chassis is made of aluminium, and the bodywork is a combination of fibre-glass and carbon-fibre. The Ceekar weighs 715 kilos and runs on Avon tyres. It has not been modified in any appreciable way since the Nürburgring. It will be seen again at Spa, at Imola and perhaps at Kyalami.

GEBHARDT-BMW

72. GEBHARDT MOTORSPORT / GEBHARDT 842-BMW: Jan Thoelke (D) / Frank Jelinski (D)
16th in qualifying, DNF in race

Fritz Gebhardt came with both of his cars, but the 843-Ford which Frank Jelinski had easily brought up to the lead of the C2 class at the start of the 'Ring race was only seen for a few laps of qualifying here. The German constructor has decided to keep it to one side for Mosport.

Frank Jelinski, the in-house test driver, is teaming up with his fellow German Jan Thoelke at the wheel of the 842-BMW sponsored by Kum San Ginseng. Thoelke will have the drive again at Spa and Imola, before which the car will have raced in Interserie at Most, in Czechoslovakia, where it will be turned over to a local driver. The 842 has a new two-litre BMW engine, as always prepared by Mansel in Austria, which develops 315 horsepower as against 300 for the old one. The Gebhardt 842 weighs in at 700 kilos after the addition of 15 kilos of ballast and is on Avon rubber.

KREMER-PORSCHE

16. RICHARD CLEARE / KREMER CK5-PORSCHE: Richard Cleare (GB) / John Cooper (GB)/David Leslie (GB)
18th in qualifying, DNF in race

Two CK5s were constructed by the Kremer brothers in 1982, at a time when they thought that Porsche wouldn't be marketing the 956. The second model was seen at Nürburgring, and is owned by Dutchman Kees Krosemeijer. The first belongs to Richard Cleare and hasn't been seen competing since the Brands Hatch 1000 km last year.

Last winter, Cleare fitted his CK5 with a Hewland gearbox, he lengthened the front bodywork, and modified the air ducts to the brakes. He also worked on air-flow in the interior bodywork. Most important he completely redesigned the rear bodywork's streamlining which made the CK5 so original. Cleare put his car through the wind-tunnel and came to the conclusion that the famous dorsal fin on the CK5 hampered the efficiency of the rear winglets which it was fitted with last year. He is now hoping to work on the weight (880 kilos) and front wheel grip on his CK5 which is now painted red. As this car is lacking in sponsors, thus money, it will not be taking part in other rounds of the World Endurance Championship this year.

The CK5 is on Avon tyres and has a 3 litre flat 6-cylinder engine with double KKK turbos from the Porsche 935. It is prepared by Charles Ivey and in race configuration produces 650 bhp. Richard Cleare from London has asked John Cooper to assist him. He was often seen with Scotsman David Leslie and his Grid.

GRID-PORSCHE & FORD

21. CHARLES IVEY RACING / GRID GA02-FORD: Dudley Wood (GB)
17th in qualifying, 11th in race
94. GIL BAIRD TECH-SPEED RACING / GRID GA01-FORD: Steve Thompson (GB) / Tony Lafranchi (GB) / Divina Galica (GB)
12th in qualifying, 12th in race

The two Grids had only made one simultaneous appearance in a race before Brands Hatch. That was in Miami, at the beginning of the season, and not much was seen of them there. Since then, Dudley Wood's GA02, and entered by Charles Ivey Racing, has participated in all of the world championship events with the exception of the 'Ring.

The GA01, designed by Jeff Aldridge, began its career at Monza in 1982 with Hobbs and De Villota at the wheel. Ian Dawson, the owner of Grid, had hoped to enter the GA02 with a 2920cc Porsche 935 engine in IMSA, backed by the singer Julio Iglesias. The Spanish crooner, who is a childhood friend of Emilio De Villota, had in the interim signed an exclusive promotional contract with Pepsi-Cola, as do many recording artists in the United States, which put an end to his plans of sponsoring a race car. That also forced Ian Dawson to close down the Grid team, and a large part of the technical people employed there went to Tech-Speed Racing. The British constructor sold his GA02 to Dudley Wood.

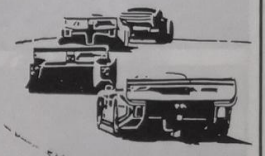
Team members at Charles Ivey Racing have been talking about a lack of finishing touches to the car which they attribute to the financial problems at Grid. Among their complaints is the thick fibre-glass bodywork which is responsible for the car's excessive weight: 870 kilos. Ian Dawson's answer to that is to declare that the car weighed 840 kilos when it left his workshop. Tech-Speed Racing's yellow GA01 has curved wings and sides, whereas the red GA01 belonging to Charles Ivey Racing has flat ones. GA02 has put on 20 kilos since it raced at Le Mans. It has a Hewland gearbox and a double turbo Porsche engine which develops approximately 610 horsepower and is prepared by Charles Ivey Racing. Running on Avon rubber, it will be driven at Mosport by Woods/Robinson and should be present at all the races through the end of the season, with the exception of Japan. GA01 is a regular entry on the Thundersports scene, and was a force to be reckoned with at Donington. It is powered by a 3.3 litre Ford-Cosworth DF1 engine developing about 520 horsepower and prepared by Alan Smith. It is driven by Divina Galica and two specialists of touring races, Steve Thompson and the well-known Tony Lafranchi, who has been on the British racing scene for the past thirty years. The car is sponsored by Mayfair magazine, which also happens to be Lafranchi's personal sponsor. It weighs 890 kilos and Brands Hatch should be its only Endurance race this year. Ian Dawson, who supervised the effort at Brands Hatch, will be leaving to go and live in the States and work for Zakspeed.

LANCIA

4. MARTINI RACING / LANCIA LC2-83 003: Bob Wollek (F) / Paolo Barilla (I)
4th in qualifying, DNF in race
5. MARTINI RACING / LANCIA LC2-83 006: Mauro Baldi (I) / Pierluigi Martini (I)
6th in qualifying, 7th in race
6. MARTINI RACING/LANCIA LC2-83 005: Bob Wollek (F)/Pierluigi Martini (I)
10th in qualifying, forfeited race

The Lancias had an understeering problem at Nürburgring. As a result, the Italian engineers changed the aerodynamics of their cars so as to add more downforce to the front. The headlamps are now concave and not convex as before. Two flaps have been added to between the front spoiler and the rear view mirrors so as to redirect the air flow coming up from the front cover. To further increase the front grip, the Lancia is now fitted with 13.5-inch wheel rims, whereas at the 'Ring it had 12.8-inch ones. The LC2 No 4 was already thus equipped at Nürburgring. The anti-roll bar at the front of the car is also larger than in Germany and the air cooling ducts for the brakes are also larger both to the front and to the rear. The LC2s were both powered by a 2.6-litre engine for qualifying, as at Nürburgring for the last practice session and the race. It used a three-litre engine, seen for the first time at Monza, on race day on Patrese/Wollek's car. The Italian team only has three engines of this kind which explains the reason why it doesn't want to risk using them for qualifying. The turbo pressure is set at 1.5 which means that it is equivalent to a 2.6-litre engine. It produces approximately 710 bhp. The turbo pressure on the race car is set at 1.25 on the three-litre engine meaning that the Lancias develop 670 bhp, or about 30 bhp more than the Porsches. This is part of the reason why the Lancias have a higher top speed on fast circuits — Monza, Silverstone and Le Mans— than the Porsches front track width on the Lancias' is 147 cm and 134.4 cm to the rear as against 166.5 cm and 154.5 cm respectively for the 956s and also improves the Lancias' top speeds. They are more tricky to drive on slower circuits like the 'Ring or Brands. For Spa, Lancia will still have the three-litre engine, and other engine blocks are being built. They hope to be able to use them for the qualifying sessions at Imola. This engine has better torque than the 2.6-litre version and cuts down on fuel consumption as it produces the same amount of power at lower revs. The Lancias won't be going over to Mosport or Fuji as they have lost practically all hope of beating Porsche in the world championship.

The Lancias are on Dunlop rubber and weigh in at 850 kilos, ie, as for Porsche, the authorized limit for Group C1.



LOLA-FORD

65. JOHN BARTLETT / LOLA T610-FORD: Steve Kempton (GB) / Max

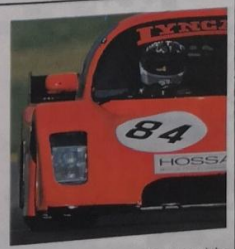
Cohen Olivar (MA) / Roger Andreason (GB)
15th in qualifying, 16th in race

This was the third race in the World Endurance Championship, after Le Mans and Silverstone, for the bulky Lola belonging to John Bartlett. It used to be Ralph Cooke's in 1982 and 1983. As at Le Mans, John Bartlett decided not to race in favour of drivers with financial backing, Britisher, Roger Andreason, who usually races in Thundersport, and the Moroccan, Max Cohen Olivar. He raced at Nürburgring at the wheel of the Sthemo and hopes to be back in the French car for Spa and Imola. The Lola was powered by a new 3.3-litre Cosworth DFL, prepared by Alan Smith. It develops 530 bhp, as against 510 bhp for the DFL used up until now, whether in Thundersport or Endurance. Since Le Mans, Bartlett has modified the floor of his car and has replaced the honeycomb/carbon-fibre sandwich by honeycomb/aluminium to the front and kevlar to the rear.

The Lola weighs in at approximately 900 kilos and is on Dunlop rubber. It is backed by Goodman, a Hi-Fi company.

LYNCAR-FORD

132. LYNCAR MOTORSPORT / LYNCAR MS 83-FORD: Costas Los (GR) / John Nicholson (AUS)
20th in qualifying, 14th in race



Martin Slater's little Lyncar, which raced this season at Monza and Silverstone powered by a two-litre Hart engine, is now equipped with a 3-litre Ford Cosworth DFV prepared by Nicholson McLaren. The engine develops 450 horsepower.

The Cosworth engine being stressed, Martin Slater found himself having to redesign the entire rear section of the car when he adopted it. The double wishbone suspension is 40 cms higher than previously and a Hewland FG gearbox has replaced the FT.

The Lyncar weighs 750 kilos, as against 640 at Silverstone, and should be racing at Mosport. John Nicholson, who drove the F1 Lyncar in 1974, shared the drive at Brands Hatch with Los, a young Greek shipping agent who has settled in London. The Lyncar will be at Imola and might be at Spa and in Australia. Martin Slater has plans to equip the car with air-circulation ducts at the rear. It is running on Avon rubber.

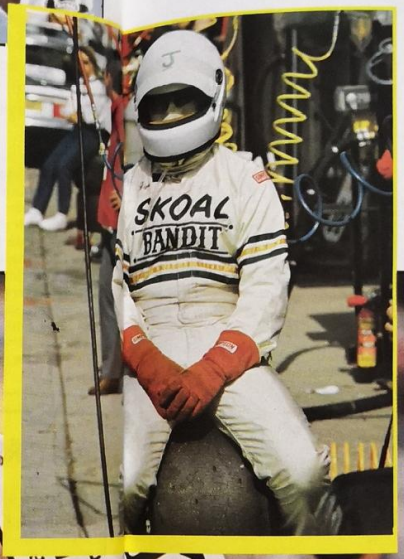
TIGA-FORD & HART

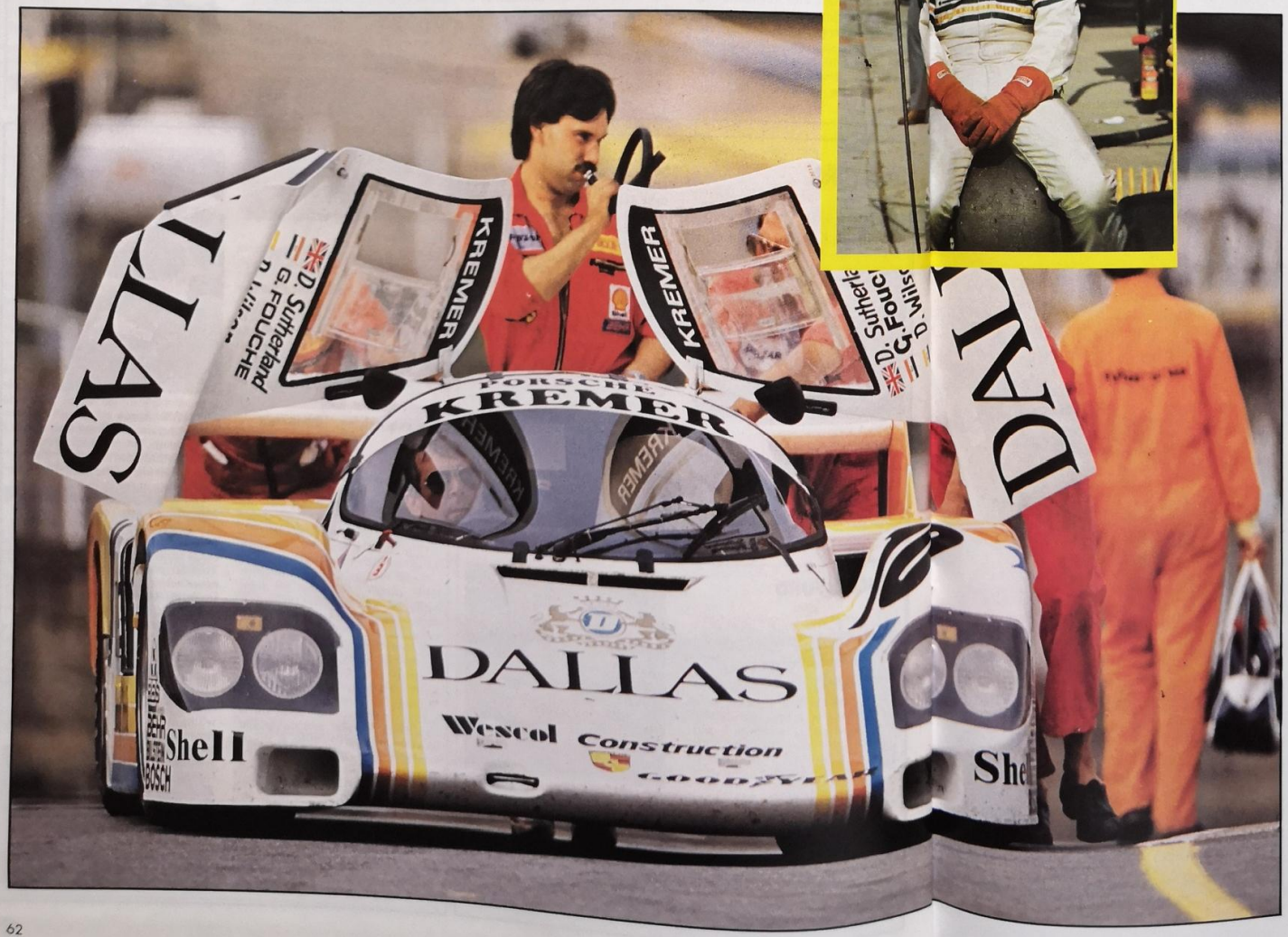
70. SPICE TIGA RACING / TIGA GC84-FORD: Neil Crang (Aus) / Ray Bellm (GB)
14th in qualifying, 10th in race
92. NAYLER ROAD MOTORSPORT / TIGA GC84T-HART: Mike Kimpton (GB)/Adrian Hall (GB) / Tim Lee Davey (GB)
Withdrew
99. JQF ENGINEERING / TIGA GC284-FORD: Roy Baker (GB) / Jeremy Rossiter (GB)
19th in qualifying, 18th in race

Jeff Hazel is the new Spice Tiga Racing team manager. He used to work in F1 for Williams, and has now got over his misadventures in the States with the now defunct Theodore CART team. The Tiga was no longer powered by the 3.3 litre DFL producing 490 bhp which it had been using up until now, but was powered here by a 3-litre Cosworth DFY, prepared as usual by John Nicholson - McLaren. This engine produces 450 bhp but has a better fuel consumption rate. For the first time this year, Gordon Spice wasn't driving his car, he was taking part in the Spa 24 hours. The Tiga C284, using the Tiga Sport 2000 suspension and chassis gave Nürburgring a miss to sort out its overheating problems. This small car is owned by Roy Baker, and has clocked up over 1,000 km of testing at Silverstone and Goodwood since it withdrew its entry from Le Mans. The car is short, with a wheel base of 246 cm, and is powered by a Ford 1700 turbo derived from the rally block and prepared by John Quentin Fischer, who owns JQF Engineering. The fact that this odd engine was racing at all, proves that Ford are backing them discreetly, and is confirmed by the decals on the rear bodywork of this 340 bhp car.

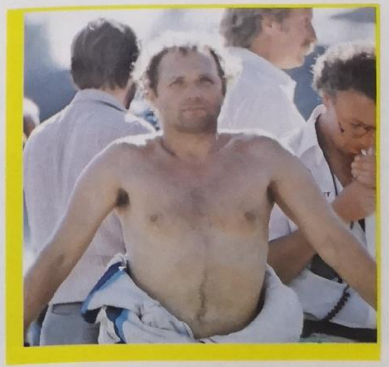
The GC284 is now fitted with double AP calipers to the front and a new water-pump. The radiators are in a different position and are larger. The car weighs 700 kilos. The third Tiga had its first race at the Brands Endurance round. It was raced last year in Sport 2000 with a 2-litre Toyota engine. It is now powered by a 2-litre Hart engine from F2 which produces 300 bhp. This car is really meant to be raced in the Thundersport championship, but will nevertheless be entered for Spa and Imola. As Adrian Hall doesn't have the correct licence to race in C2, the tiny Tiga had been entered for the IMSA category. It has 8-inch wheel rims to the front and 10-inch rims to the rear, whereas the other Tiga GC284 has 10 and 14 inch rims. Howden Ganley has received 5 definite orders for his latest creation from IMSA competitors. The selling price is £25,000 without the engine or gearbox. Most of the cars — the first will be leaving for the States at the end of the month — will be powered by Mazda engines.

The three Tigas are on Avon tyres. The Tiga-Hart had to withdraw as its engine blew during practice.

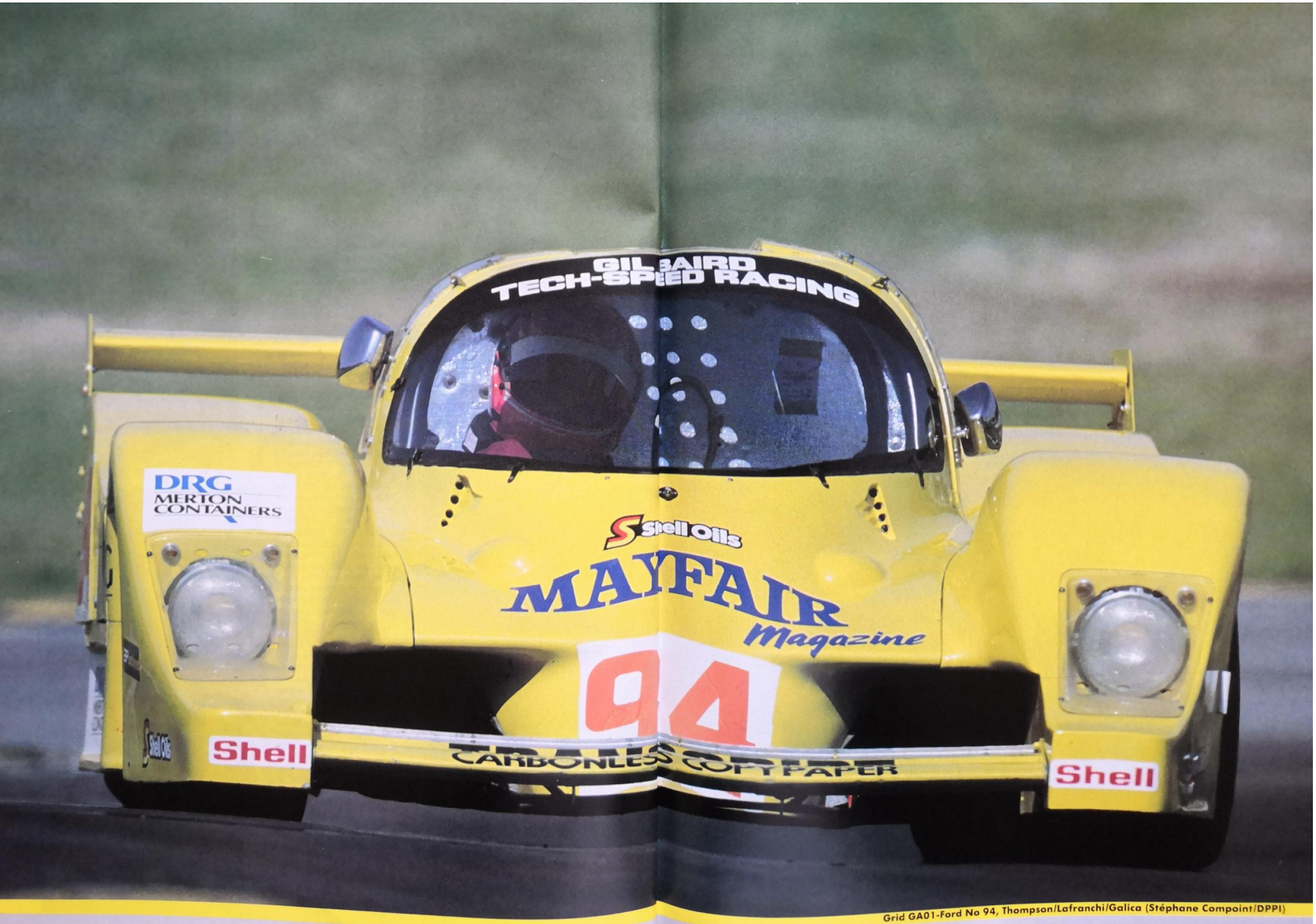




THE PROTAGONISTS



What can be done to retaliate against the only too obvious domination of Palmer and Lammer's Canon Porsche? They were on pole and confirmed with a forty second lead obtained after the first relay. The Sutherland/Fouche/Wilson Dallas Porsche played it safe. They came in fourth for their pains. Rupert Keegan came in third as at Silverstone and was aided during the race by Thierry Boutsen when the ignition box on the Porsche 956 went during the first hour. However, the Porsche 962 doesn't seem to be on a par with the 956s. Bob Wollek and Stefan Bellof had a thrilling start to the race and kept each other on their toes. The German driver lost at least a dozen laps when he had clutch problems and Paolo Barilla put the fastest of the Lancias into the catch-fencing at Clearways. Jochen Mass tried to reduce Palmer's lead in the early stages but had to give up the idea pretty quickly when his tyres couldn't put up with the treatment that they were getting from the Joest Porsche 956 engine any longer. This car is powered by a high output engine, but needs a lot of petrol, it almost lost its second placing because of its greed for fuel. Henri Pescarolo managed to keep enough fuel for the end of the race. (Photo Stéphane Compoint/DPPI).



Grid GA01-Ford No 94, Thompson/Lafranchi/Galica (Stéphane Compoint/DPPI)

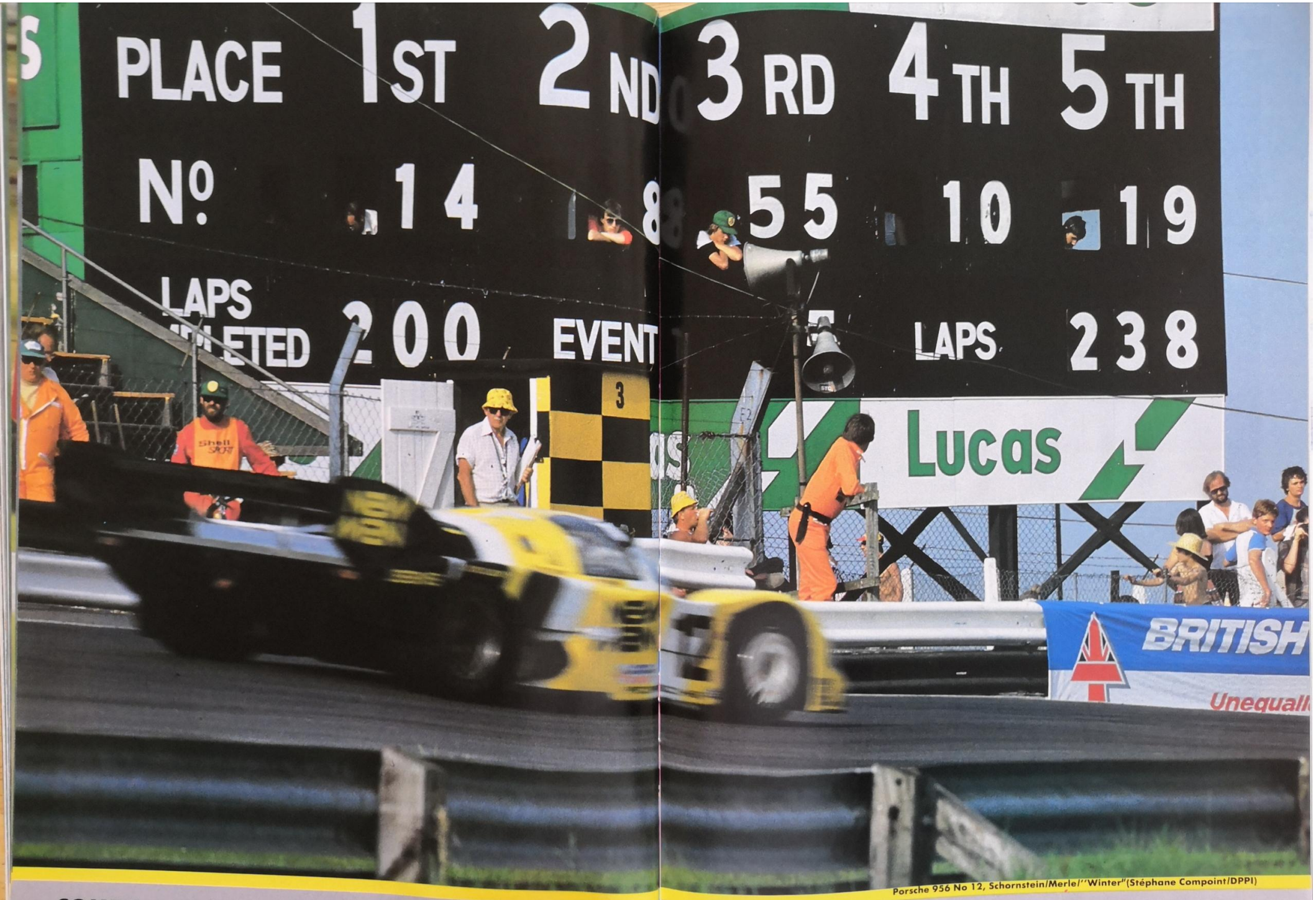
YELLOW GOES WELL WITH THE COLOUR OF THIS OLD GRID - IT ALMOST WON THE C2 CATEGORY

Porsche 956 No 14, Palmer/Lammers (Stéphane Compoint/DPPI)

POLE POSITION, LAP RECORD, RACE LEADERS FROM START TO FINISH. PALMER AND LAMMERS KILLED THE SUSPENSE

Kremer CK5-Porsche No 16, Cleare/Cooper/Leslie (Stéphane Compoint/DPPI)

RICHARD CLEARE DID AWAY WITH THE DORSAL FIN THAT CHARACTERIZES THE CK5S. IT DIDN'T BRING HIM LUCK



Porsche 956 No 12, Schornstein/Merle/"Winter"(Stéphane Compoint/DPPI)

COME ON, ONLY ONE LAP TO GO - AND IT'S 8TH PLACE FOR SCHORNSTEIN, MERL AND "WINTER"

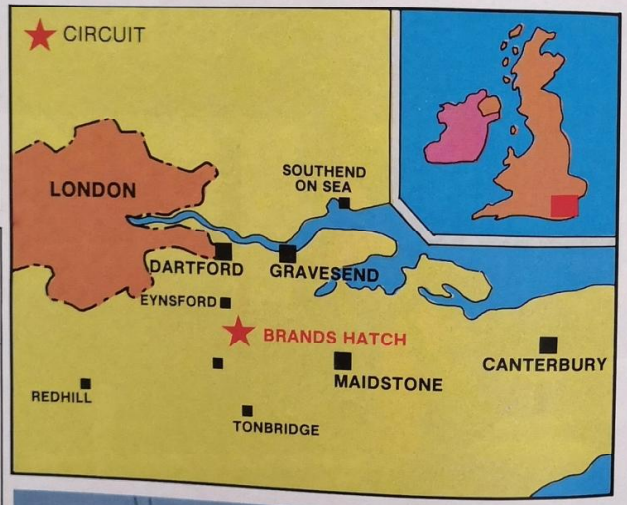
BRANDS HATCH 1000 KM
Date: July 29, 1984.
Official designation: British Aerospace 1000.
Race length: 238 laps on a 4.206 km circuit, or 1001,04 km.
Weather: hot and dry.
Attendance: 20,000.

STARTING GRID

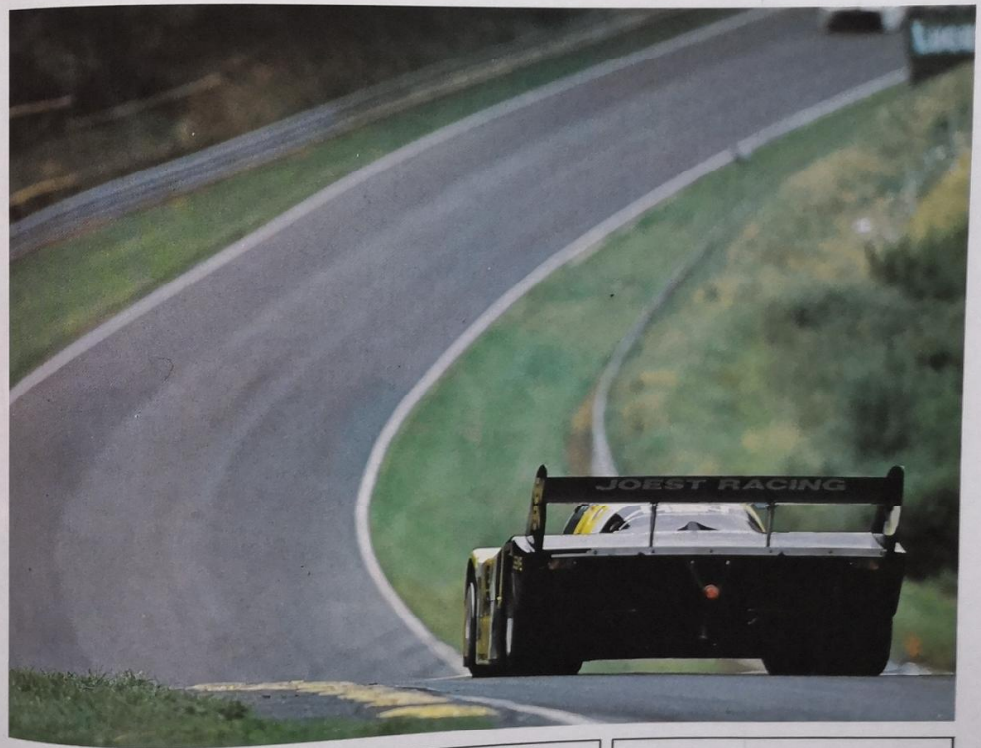
12. Porsche 956 **Merl**/Schornstein/"Winter" 1m 21.99s
14. Porsche 956 **Palmer**/Lammers 1m 17.32s
4. Lancia LC2 **Wollek**/Barilla 1m 19.09s
8. Porsche 956 **Mass**/Pescarolo 1m 18.06s
5. Lancia LC2 **Baldi**/Martini 1m 19.86s
33. Porsche 956 **Boutsen**/Hobbs 1m 19.14s
10. Porsche 956 Sutherland/Fouche/**Wilson** 1m 20.93s
55. Porsche 962 **Edwards**/Keegan 1m 20.44s
6. Lancia LC2 (*) **Martini**/Wollek 1m 21.61s
12. Porsche 956 **Merl**/Schornstein/"Winter" 1m 21.99s
94. Grid GA01-Ford □ **Thompson**/Lafranchi/Galica 1m 26.47s
9. Porsche 956 Brun/Von Bayern/**Bellof** 1m 21.31s
70. Tisa GC84 Ford □ **Crang**/Bellm 1m 26.62s
81. Alba AR2-Giannini □ **Facetti**/Finotto/Coppeli 1m 26.51s
72. Gebhardt 842-BMW □ Thoelke/**Jelinski** 1m 31.75s
65. Lola T610-Ford **Andreason**/Kempton/ Cohen Olivar 1m 31.20s
16. Kremer CK5-Porsche Cooper/**Cleare**/Leslie 1m 32.09s
21. Grid GA02-Porsche Robinson/**Wood**/Smith 1m 31.75s
84. Lyncar MS83-Ford IMSA **Los**/Nicholson 1m 33.88s
99. Tiga GC284-Ford □ **Rossiter**/ Baker 1m 32.98s
131. Porsche 935 GTX Caggiola/**Giudici**/Pallavicini 1m 35.07s
88. Ceekar 831J-Ford □ **Ashmore**/Payne 1m 35.05s
107. Porsche 928 S D Boutinaud/**Brucelle**/Doeren 1m 46.14s
101. BMW M1 D Winther/Jensen/**Mercer** 1m 36.31s

The first driver of each team started the race.
The drivers in heavy type obtained the qualifying time.
(*) Did not start. Martini was there as a substitute in case a problem arose before the start concerning one of the two Lancias.
□ Denotes Group C2 cars.
D Denotes Group B cars.

LEADERS
Laps 1 — 236: Palmer/Lammers (Porsche 956).



RESULTS
1. Porsche 956, Jonathan Palmer/Jan Lammers, 238 laps or 1001.04 km in 5 hours 41m 46.33s, at an average speed of 175.40 kph.
2. Porsche 956 Mass/Pescarolo 236 laps
3. Porsche 962 Edwards/Keegan/Boutsen 234 laps
4. Porsche 956 Sutherland/Fouche/Wilson 229 laps
5. Porsche 956 Bellof/Grohs 224 laps
6. Porsche 956 Hobbs/Boutsen/Edwards 222 laps
7. Lancia LC2 Baldi/Martini/Wollek 221 laps
8. Porsche 956 Brun/Von Bayern 221 laps
9. Porsche 956 Schornstein/Merl/"Winter" 217 laps
10. Tiga GC84-Ford Crang/Bellm 207 laps
11. Grid GR02-Porsche Wood/Robinson/Smith 203 laps
12. Grid GA01-Ford Thompson/Lafranchi/Galica 191 laps
13. BMW M1 Winther/Jensen/Mercer 191 laps
14. Lyncar MS83-Ford Los/Nicholson 185 laps
15. Porsche 935 GTX Caggiola/Giudici/Pallavicini 185 laps
16. Lola T610-Ford Andreason/Kempton/Cohen Olivar 176 laps
17. Alba AR2-Giannini Facetti/Finotto/Coppeli 175 laps
18. Tiga GC284-Ford Rossiter/Baker 171 laps
Gebhardt 842-BMW Jelinski/Thoelke 131 laps/retired, engine
Porsche 928S Boutinaud/Brucelle/Doeren 123 laps
Ceekar 831J-Ford Ashmore/Payne 92 laps/retired engine
Lancia LC2 Wollek/Barilla 52 laps/retired, accident
Kremer CK5-Porsche Cooper/Cleare/Leslie 46 laps/retired out of fuel

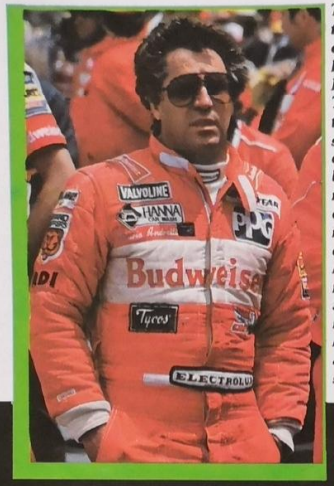


BEST TIME GROUP C1
Jonathan Palmer (Porsche 956): 1m 17.32s
BEST TIME GROUP C2
Steve Thompson (Grid GA01): 1m 26.47s
BEST TIME GROUP B
Dave Mercer (BMW M1): 1m 36.31s
FASTEST LAP GROUP C1
Jonathan Palmer (Porsche 956) and Bob Wollek (Lancia LC2): 1m 21.03s
FASTEST TIME GROUP C2
Steve Thomson (Grid GA01-Ford): 1m 28.07s
FASTEST TIME GROUP B
Winther/Mercer/Jensen (BMW M1): 1m 37.83s
WINNERS GROUP C1
Palmer/Lammers (Porsche 956)
WINNERS GROUP C2
Crang/Bellm (Tiga GC84-Ford)
WINNERS GROUP B
Winther/Jensen/Mercer (BMW M1)

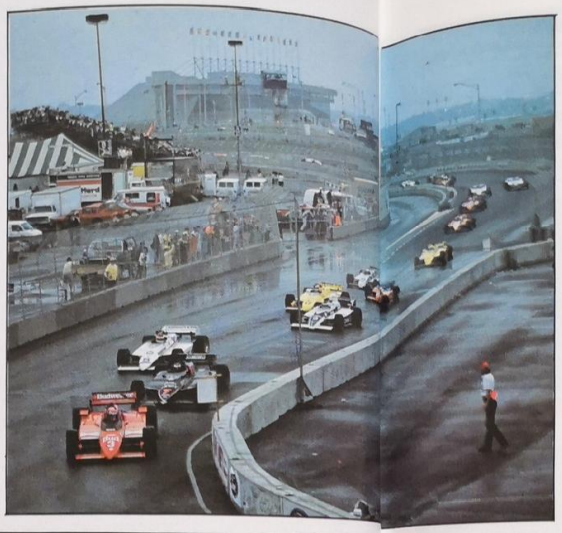
WORLD ENDURANCE CHAMPIONSHIP - DRIVERS
1. Mass, 54 points; 2. Pescarolo, 53 points; 3. Bellof, 49 points; 4. Palmer and Lammers, 48 points; 6. Bell, 41 points; 7. Ickx, 39 points; 8. Hobbs, 36 points; 9. Ludwig, 35 points; 10. Boutsen, 30 points; 11. Brun, 27 points; 12. Edwards and Keegan, 24 points; 14. Barilla, 22 points; 15. Schornstein and Merl, 21 points; 17. Grohs, 20 points; 18. Sutherland, 18 points; 19. Rondeau, John Paul Jr, Nannini and Von Bayern, 15 points; 23. Baldi, 14 points; 24. "John Winter", 13 points; 25. Stuck, Sigala, Larrauri, Streiff and Van der Merwe, 12 points; 30. Danner, Akin, Fouche and Wilson, 10 points; 34. Martini Winkelhock and Surer, 8 points; 37. Wollek, 7 points; 38. Yrer, de Dryver, Janes, Schuppan, Jarier, Konrad, Busby, Knoop, Winther and Jensen, 6 points; 48. Gaubier, Gabbiani, Mallock, Duffield, and Wilds, 4 points; 53. Facetti, Finotto, Johansson, Senna, O'Steen, Morton, Katayama, Crang and Bellm, 3 points; 62. Needel and French, 2 points.

PREVIOUS WINNERS
1966: David Piper/Bob Bondurant (AC Cobra 7000cc)
1967: Phil Hill/Mike Spence (Chaparral 2F-Chevrolet)
1968: Jacky Ickx/Brian Redman (Ford GT 40)
1969: Joseph Streiff/Brian Redman (Porsche 908)
1970: Pedro Rodriguez/Leo Kinnunen (Porsche 917)
1971: Henri Pescarolo/Andrea de Adamich (Alfa Romeo 33)
1972: Jacky Ickx/Mario Andretti (Ferrari 312P)
1974: Jean-Pierre Beltoise/Jean-Pierre Jarier (Matra MS670C)
1977: Jacky Ickx/Jochen Mass (Porsche 935)
1979: Reinhold Jöst/Volkert Merl (Porsche 908)
1980: Riccardo Patrese/Walter Rohrl (Lancia Beta MC)
1981: Emilio de Villota/Guy Edwards (Lola T600 Cosworth)
1982: Jacky Ickx/Derek Bell (Porsche 956)
1983: Derek Warwick/John Fitzpatrick (Porsche 956)

LOLA'S RISE TO FAME



There are only two of them against a pleiade of Marches. Two, however, is enough. Nigel Bennett's Lola T800s were broken in through the tough school of F1 and dominated and won both the last two CART races. Mario Andretti drove his Lola to victory in appalling weather conditions on the Meadowlands circuit near New York. Danny Sullivan was the first man to cross the finish line at the Cleveland aerodrome circuit in the state of Ohio. Following



RESULTS

1. Mario Andretti	**Lola T800-Cosworth**	**100 laps or 270.691 km (168.2 miles) in 2 hours 04m 59.400s, at an average speed of 129.941 kph (80.742 mph).**
2. Danny Sullivan	**Lola T800-Cosworth**	**51.7s**
3. Geoff Brabham	**March 84C-Cosworth**	**99 laps**
4. Al Unser Jr	**March 84C-Cosworth**	**99 laps**
5. Al Holbert	**March 84C-Cosworth**	**98 laps**
6. Tom Sneva	**March 84C-Cosworth**	**98 laps**
7. Emerson Fittipaldi	**March 84C-Cosworth**	**98 laps**
8. Al Unser Sr	**March 84C-Cosworth**	**98 laps**
9. Chip Ganassi	**March 84C-Cosworth**	**98 laps**
10. Rick Mears	**March 84C-Cosworth**	**96 laps**
11. Bobby Rahal	**March 84C-Cosworth**	**96 laps**
12. Gordon Johncock	**March 84C-Cosworth**	**96 laps**
13. Michael Andretti	**March 84C-Cosworth**	**94 laps/retired, accident**
14. Scott Brayton	**March 84C-Cosworth**	**92 laps**
15. Jacques Villeneuve	**March 84C-Cosworth**	**92 laps**
16. Tom Gloy	March 84C-Cosworth	80 laps/retired, stalled
17. Howdy Holmes	March 84C-Cosworth	60 laps/retired, spun, stalled
18. Danny Ongais	March 84C-Cosworth	45 laps/retired, overheating
19. Derek Daly	March 84C-Cosworth	44 laps/retired, out of fuel
20. Kevin Cogan	Eagle 84-Pontiac	32 laps/retired, accident
21. Jim Crawford	Theodore T84-Cosworth	30 laps/retired, suspension
22. Ed Pimm	March 84C-Chevrolet	26 laps/retired, engine
23. Josele Garza	March 84C-Cosworth	20 laps/retired, accident
24. Dick Simon	March 84C-Cosworth	19 laps/retired, accident
25. Roberto Guerrero	March 84C-Cosworth	16 laps/retired, accident
26. Pete Halsmer	March 84C-Cosworth	7 laps/retired, ignition
27. Teo Fabi	March 84C-Cosworth	5 laps/retired, accident
28. Kenny Acheson	March 84C-Cosworth	4 laps/retired, accident

the Long Beach victory, these wins achieved by the No 3 Newman-Hass Racing Team Lola T800 and the Doug Shierson Racing Lola No 30 have made it even more obvious that Eric Broadley's firm have a car in their hands capable of beating the Marches easily on road circuits. At New York, Roberto Guerrero's 84C sporting No 9 didn't get very far: a shunt prevented it from finishing. Another example is Michael Andretti's No 99 84C. He drove his car off the track with only 6 laps left to go before the chequered flag came down. However, Emerson Fittipaldi who had changed teams, crossed the line in 7th position at the wheel of the lime-green 84C, No 82, backed by California Cooler.

For the Cleveland round, Jacques Villeneuve's ancient 83C backed by the Canadian

MEADOWLANDS 150 MILES

6th race in Championship Auto Racing Team (CART) 1984.
Official designation : Meadowlands Grand Prix.
Date : July 1 1984.
Race distance : 100 laps on a 2.706 km (1.682 mile) circuit, or 270.691 km (168.2 miles).

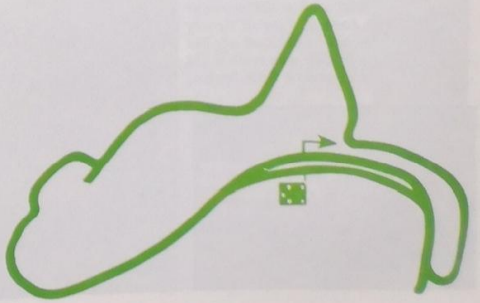
STARTING GRID

3. Mario Andretti
Lola T800-Cosworth
1m 03.067s
17. Derek Daly
March 84C-Cosworth
1m 03.779s
33. Teo Fabi
March 84C-Cosworth
1m 04.069s
30. Danny Sullivan
Lola T800-Cosworth
1m 04.270s
18. Geoff Brabham
March 84C-Cosworth
1m 04.650s
99. Michael Andretti
March 84C-Cosworth
1m 04.859s
1. Al Unser Sr
March 84C-Cosworth
1m 05.310s
21. Al Holbert
March 84C-Cosworth
1m 05.662s
40. Chip Ganassi
March 84C-Cosworth
1m 06.008s
4. Tom Sneva
March 84C-Cosworth
1m 06.617s
20. Gordon Johncock
March 84C-Cosworth
1m 07.308s
25. Danny Ongais
March 84C-Cosworth
1m 07.896s
64. Ed Pimm (*)
March 84C-Cosworth
1m 08.303s
22. Dick Simon (*)
March 84C-Cosworth
1m 09.050
5. Bobby Rahal
March 84C-Cosworth
1m 03.766s
7. Al Unser Jr
March 84C-Cosworth
1m 03.852s
9. Roberto Guerrero
March 84C-Cosworth
1m 04.265s
6. Rick Mears
March 84C-Cosworth
1m 04.553s
11. Pete Halsmer
March 84C-Cosworth
1m 04.670s
55. Josele Garza
March 84C-Cosworth
1m 05.264s
41. Howdy Holmes
March 84C-Cosworth
1m 05.374s
98. Kevin Cogan
Eagle 84-Pontiac
1m 05.811s
82. Emerson Fittipaldi
March 84C-Cosworth
1m 06.214s
77. Tom Gloy
March 84C-Cosworth
1m 07.237s
76. Jacques Villeneuve
March 84C-Cosworth
1m 07.375s
47. Kenny Acheson
March 84C-Cosworth
1m 08.254s
78. Jim Crawford (*)
Theodore T84-Cosworth
1m 08.676
37. Scott Brayton (*)
March 84C-Cosworth
1m 09.395

(*) organiser's options

LEADER
Laps 1 - 100: Mario Andretti

Meadowlands Sports Complex



CLEVELAND 200 MILES

7th race in Championship Auto Racing Team (CART) 1984
Official designation : Budweiser Cleveland Grand Prix
Date : July 8th 1984.
Race distance : 88 laps on a 3.991 km (2.48 mile) circuit, or 351.223 km (218.24 miles).

STARTING GRID

3. Mario Andretti
Lola T800-Cosworth
1m 10.637s
9. Roberto Guerrero
March 84C-Cosworth
1m 11.441s
30. Danny Sullivan
Lola T800-Cosworth
1m 11.916s
82. Emerson Fittipaldi
March 84C-Cosworth
1m 12.562s
40. Chip Ganassi
March 84C-Cosworth
1m 12.902s
20. Gordon Johncock
March 84C-Cosworth
1m 13.546
41. Howdy Holmes
March 84C-Cosworth
1m 13.608
21. Al Holbert
March 84C-Cosworth
1m 13.857
98. Kevin Cogan
Eagle 84-Pontiac
1m 13.967s
77. Tom Gloy
March 84C-Cosworth
1m 15.377s
37. Scott Brayton
March 84C-Cosworth
1m 16.158s
6. Rick Mears
March 84C-Cosworth
1m 16.864s
31. Dick Ferguson (*)
Eagle 83-Cosworth
1m 17.538s
56. Steve Chassey (*)
March 84C-Cosworth
1m 18.094s
5. Bobby Rahal
March 84C-Cosworth
1m 11.337s
33. Teo Fabi
March 84C-Cosworth
1m 11.794s
17. Derek Daly
March 84C-Cosworth
1m 12.112s
18. Geoff Brabham
March 84C-Cosworth
1m 12.570
1. Al Unser Sr
March 84C-Cosworth
1m 13.420s
99. Michael Andretti
March 84C-Cosworth
1m 13.582s
7. Al Unser Jr
March 84C-Cosworth
1m 13.803s
4. Tom Sneva
March 84C-Cosworth
1m 13.903s
55. Josele Garza
March 84C-Cosworth
1m 14.781s
71. Chris Kneifel
Primus 84-Cosworth
1m 15.491s
25. Danny Ongais
March 84C-Cosworth
1m 16.392s
59. Randy Lewis
March 84C-Cosworth
1m 17.476s
36. Graham McRae (*)
March 84C-Cosworth
1m 17.611s
76. Jacques Villeneuve (*)
March 84C-Cosworth
No times

(*) organisers' options

DRIVERS' CHAMPIONSHIP POINTS AFTER 7 RACES

1. Tom Sneva, 76 points; 2. Rick Mears, 56 points; 3. Michael Andretti, 54 points; 4. Mario Andretti and Geoff Brabham, 51 points; 6. Al Unser Sr, 47 points; 7. Danny Sullivan, 44 points; 8. Al Unser Sr, 32 points; 9. Al Holbert, 28 points; 10. Derek Daly and Roberto Guerrero, 26 points; 12. Chip Ganassi, 24 points; 13. Howdy Holmes, 19 points; 16. Gordon Johncock, 18 points; 17. Emerson Fittipaldi, 17 points; 18. Teo Fabi, 15 points; 19. Bobby Rahal, 14 points; 20. Jim Crawford and Dick Simon, 12 points; etc...

(photos Jon Eisberg/DPPI & Gary Gold/DPPI)

RESULTS

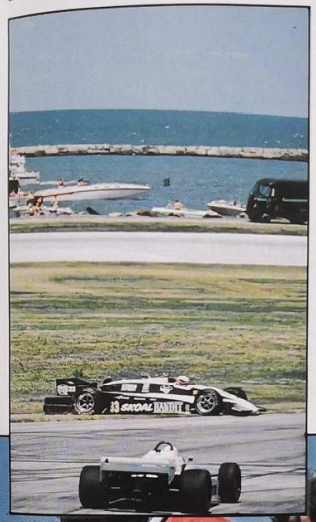
1. Danny Sullivan (Lola T800-Cosworth) 88 laps or 351.223 km (218.24 miles) in 1 hour 50m 17s, at an average speed of 191.083 kph (118.734 mph).

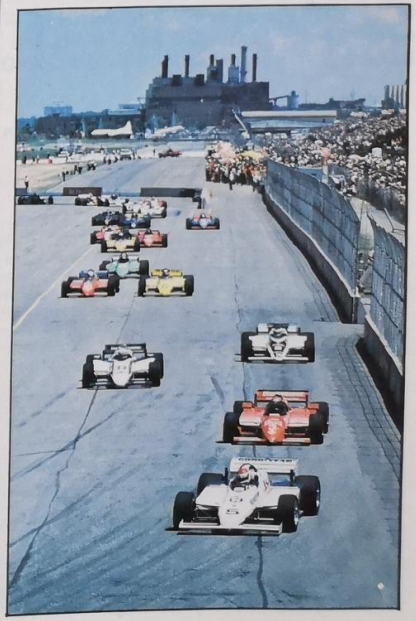
2. Chip Ganassi	**March 84C-Cosworth**	**86 laps**
3. Michael Andretti	**March 84C-Cosworth**	**86 laps**
4. Rick Mears	**March 84C-Cosworth**	**86 laps**
5. Roberto Guerrero	**March 84C-Cosworth**	**86 laps**
6. Derek Daly	**March 84C-Cosworth**	**85 laps**
7. Al Holbert	**March 84C-Cosworth**	**85 laps**
8. Geoff Brabham	**March 84C-Cosworth**	**85 laps**
9. Jacques Villeneuve	**March 84C-Cosworth**	**85 laps**
10. Al Unser Sr	**March 84C-Cosworth**	**85 laps**
11. Scott Brayton	**March 84C-Cosworth**	**85 laps**
12. Howdy Holmes	**March 84C-Cosworth**	**83 laps**
13. Teo Fabi	**March 84C-Cosworth**	**83 laps**
14. Bobby Rahal	**March 84C-Cosworth**	**82 laps**
15. Chris Kneifel	**Primus 84-Cosworth**	**81 laps**
16. Steve Chassey	**March 84C-Cosworth**	**80 laps**
17. Josele Garza	March 84C-Cosworth	75 laps/retired, ignition
18. Gordon Johncock	March 84C-Cosworth	73 laps/retired, accident
19. Tom Sneva	March 84C-Cosworth	66 laps/retired, gearbox
20. Emerson Fittipaldi	March 84C-Cosworth	55 laps/retired, overheating
21. Mario Andretti	Lola T800-Cosworth	49 laps/retired, ignition
22. Kevin Cogan	Eagle 84-Pontiac	34 laps/retired, vibrations
23. Tom Gloy	March 84C-Cosworth	30 laps/retired, overheating
24. Al Unser Jr	March 84C-Cosworth	27 laps/retired, engine failure
25. Graham McRae	March 84C-Cosworth	23 laps/retired, shunted
26. Randy Lewis	March 84C-Cosworth	22 laps/retired, overheating
27. Dick Ferguson	Eagle 83-Cosworth	9 laps/retired, engine failure
28. Danny Ongais	March 84C-Cosworth	2 laps/retired, gearbox

RACE LEADERS

Laps 1 - 28: Mario Andretti Laps 29 - 81: Bobby Rahal Laps 82 - 88: Dany Sullivan

BURKE LAKEFRONT AIRPORT, CLEVELAND.





Tire team was at last replaced by an 84C (No 76). He came in 9th, which doesn't really do justice to his immense talent. Another driver having to make do with second-rate positions is Irishman Derek Daly. He managed to work his Provimi Veal 84C sporting No 17 to a good position for once. He came in 6th. Teo Fabi, seen here in a spin, had his last CART race in the No 33 Forsythe Racing 84C. He earned himself a 13th placing in guise of a farewell as he has decided to devote himself to F1 racing with the Brabham-BMW team.

Lastly, Danny Sullivan's victory was savoured in good company on the podium. His win was a win with a difference: the former Tyrrell driver had notched up his 100th win with a V8 Cosworth DFX turbo!

SLIPSTREAM

Monza '71 - Peterson's red March, Cevert's blue Tyrrell and Gethin's white BRM lead here in front of Hailwood. The 4 cars finished with 0.6ls between them, the Brit won by just 0.0ls! (photo DPPI)

PETER GETHIN HAD AGREED TO TALK TO GPI AT BRANDS HATCH ON SATURDAY AFTERNOON: THE ARRANGEMENT HAD BEEN MADE BEFORE JOHNNY CECOTTO'S TERRIBLE ACCIDENT, AND WHEN WE ARRIVED HE HAD JUST COME BACK TO THE CIRCUIT FROM VISITING HIS DRIVER IN HOSPITAL. IT WAS A TYPICAL COURTESY FROM A MAN WHO SPEAKS MODESTLY ABOUT BEING THE WORLD'S FASTEST-EVER WINNER OF A WORLD CHAMPIONSHIP GRAND PRIX, AND WHO NOW RUNS THE TOLEMAN TEAM AS ITS RACING MANAGER WITH FLAIR — AND A STRONG SENSE OF HUMOUR.

by Mike Doodson

His father, Ken Gethin, was a champion jockey, and the son could have followed the paternal profession. The hair may be sparser than it once was, but at 44 years old Peter Gethin is the same short, trim figure that used to bounce around the paddocks on spring heels.

Nowadays Peter Gethin is the manager of the Toleman team, a position that was offered to him when Roger Silman departed at the end of last year. Some of Peter's contemporaries — notably Henri Pescarolo — have found a niche for themselves in sports car racing, but "Geth" (as everyone still calls him) raced for the last time in a Can-Am event at Riverside in California in 1977 and has no aspirations in racing anymore.

A look at his Grand Prix record reveals that Geth contested only 30 world championship F1 races, 28 of them over a three-year span. It doesn't seem many for a man who was a leading figure in British and American motorsport for over 14 years, a regular winner in a wide variety of sports cars and single seaters. Only three of those 30 results produced world championship points; but one of them was a famous victory which has stood for almost 13 years as the fastest Grand Prix ever recorded. More on that later.

Geth claims that it is not at all difficult to be a retired racing driver. With 20 years in the sport behind him, and several periods as the manager of widely different teams, he casts doubt on the mentalily of the profession he once followed. *"You've got to be pretty stupid to be a racing driver, with very little brainpower,"* he insists. But he admits that even when Formula 1 rejected him, which happened when the BRM team decided at the end of 1972 not to offer him a fresh contract, he wanted to maintain his involvement with the sport. *"I wasn't in love with Formula 1, I was in love with motor racing — and with winning. In a way, I still am. I would love to have my own Formula 1 team..."*

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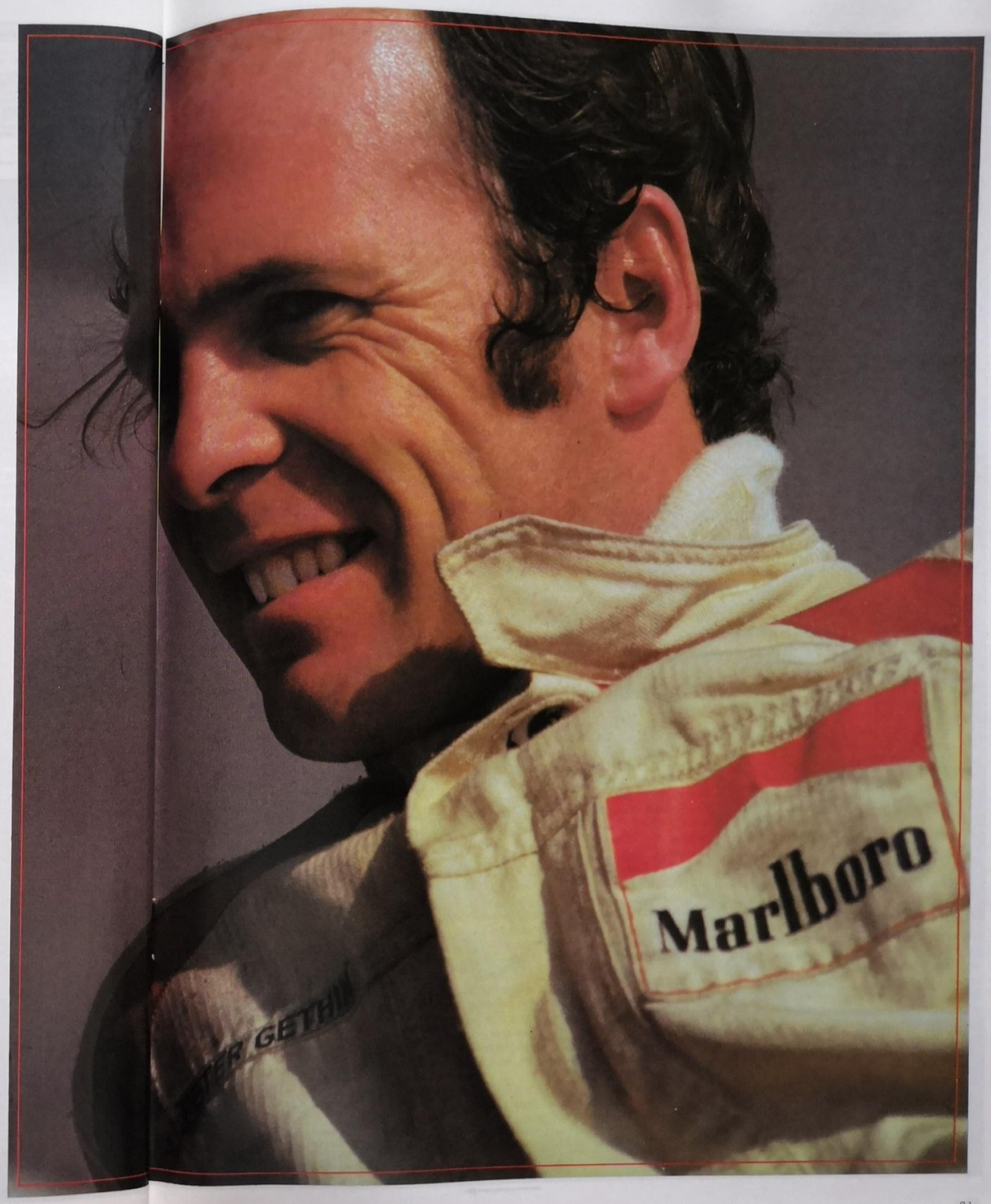


The BRM era. Peter Gethin was 33 years old in 1973. His Grand Prix career came to an end a year later with 11 points to his credit from 30 Grands Prix. (photo DPPI)

Even when he was a successful driver, however, the impression that Geth was happy to give was that he wasn't obsessed with the sport. He liked the travelling, he enjoyed the comradeship, and he always seemed to have a series of attractive companions who were the envy of his rivals. Essentially, however, he didn't seem to be as serious about his racing as one might expect of a committed professional driver.

The American journalist Pete Lyons recalls talking to Geth about a nasty moment which occurred during the test of a Can-Am car, which went out of control for reasons unconnected with the driver, and started to slide sideways towards an obstacle. *"I was lucky that the car didn't hit it,"* Geth told Lyons: *"I mean, I could have been killed."*

Perhaps he never considered the possibility of a serious accident, for throughout his years of racing Peter Gethin remembers only losing the odd bit of skin in racing accidents. But his arrival in Grand Prix racing with the McLaren team was a constant reminder of the dangers of his job, for it coincided with the death of Bruce McLaren himself.

Geth well remembers the day of Bruce's death. *"I had been very successful in 1969 with the works-supported McLaren in For-*

"I WASN'T IN LOVE WITH F1, I WAS IN LOVE WITH WINNING."

mula 5000. I was going to drive F5000 again in 1970, with an F1 car being made available to me when the opportunity came up. It was when Denny Hulme burned his hands so badly at Indianapolis during qualifying that the opportunity came up. They told me that I would be driving alongside Bruce in the Belgian GP at Spa, and I was asked to go testing with the team at Goodwood. Unfortunately, I had some difficulty with one of the second-hand cars that I was selling to make a living at the time, and I was late. Bruce had already tested the F1 car when I got there and he was out in the Can-Am car."

There was a terrible accident when the bodywork came loose, the popular New Zealander was killed, and for a time the team was without its two regular drivers.

"As it happened, the team missed Spa. I did some testing with the car and they were happy enough with me to drive an F1 car for the rest of the year. My first race was at Zandvoort, where my number one was Dan Gurney."

In fact, the great American was somewhat humiliated by the British rookie, who lapped appreciably faster.

But there was little joy for Geth at Zandvoort that year, for his first Grand Prix was marred by an appalling accident involving the De Tomaso which was entered by Frank Williams for Piers Courage. The promising Englisman perished in the flames.

Five years earlier, both Gethin and Courage had been members of a celebrated four-man Formula 3 team run by an ambitious and wealthy enthusiast named Charles Lucas. Also on the team were Jonathan Williams (later, briefly, to be a works Ferrari Formula 1 driver) and Lucas himself: all four of them were happy to fit in with the "swinging" image of mid-sixties London, where Lucas had his workshops in the heart of suddenly fashionable Chelsea.

"To be quite honest," says Geth, *"the reason that I got into the team at all was that I had won a few sports car races the year before with my own Lotus. But my most outstanding attribute was my girlfriend, and I got a drive in the team because Charlie Luke fancied my bird. Having known this, I was quite willing to carry on with the deal, because it meant I didn't have to pay, and it was a bloody good team, even though the other three all had Brabhams and I had to make do with the old Lotus."*

The team went racing all over Europe, fighting memorable battles with the works-supported Matras of Pescarolo and Beltoise at classic circuits, now long forgotten, in countries as distant as East Germany and Portugal. Yet the victory which Geth remembers most fondly was the one he took at the very beginning of the season at the now abandoned Croft aerodrome circuit in north Yorshire. *"It was very close to the ancestral home of the Lucas family, and I was not supposed to win there..."*

And the girlfriend? *"Well, I lost her to Charlie, who in turn lost her to Piers Courage. Then Piers lost her to a postman... But she's still unmarried, a lovely girl, and I saw her only recently."*

Just as Geth had been number 4 on the Lucas F3 team, so he was definitely number 2 at McLaren in 1970. He had been asked to stand in throughout the year in the factory Can-Am team, and he found the enormously powerful McLarens with their rumbling 8-litre Chevy engines a real (and enjoyable) challenge to his driving ability. Even though it was decided to replace him in Can-Am for 1971 with an American (Peter Revson), he kept his place on the F1 team.

At this point, the corpulent figure of Mr Louis Stanley makes its entrance in the Gethin story. "Big Lou," as he was popularly known, or "Lord Louis" (as he was observed to sign himself into a Watkins Glen hotel), had been entrusted with the fortunes of BRM through his brother-in-law, the late Sir Alfred Owen. Sir Alfred's industrial group, the Owen Organisation, had bought up the BRM racing team in the mid-fifties, but it was only when Tony Rudd quit the team as its manager and senior engineer in 1969 that Louis Stanley and his wife Jean took an active part in its management.

In 1971 the BRM team comprised Jo Siffert and Pedro Rodriguez, two arch-rivals who were also the two stars of the works-supported Gulf-Porsche 917 team. Sadly, Rodriguez had died in a Ferrari sports car at the Norisring, so Mr Stanley, hearing that Gethin was available, asked him to step in for the two races in North America.

"I said Mmmm, maybe, but would he take me on immediately, since McLaren intended to dump me anyway?"

Stanley agreed, and Gethin joined BRM for the Austrian GP. The British team, for so long a music hall joke, was going through a remarkable period of success at that time with its Yardley-sponsored cars. The V12 engine drove Firestone tyres through a nicely-designed all-BRM gearbox, and

Peter Gethin started out as a McLaren man, raced 14 Grands Prix for the team, and then moved over to BRM where he competed in 15 races sporting Louis Stanley's colours. He is seen here driving the P180. His last race was at the wheel of a Lola at the British Grand Prix in 1974. That was ten years before he became the Toleman team manager. (photo DPPI)

chassis designer Tony Southgate had produced several excellent chassis, of which the current P160 was probably the most effective. To prove its competitiveness, Siffert won the Austrian race from pole position. Next on the calendar was the Italian Grand Prix at Monza, which was to be Gethin's great opportunity.

Fifteen years ago, when 500 horsepower was the most that even a Ferrari driver could hope to have, Grand Prix cars were much more closely matched than they usually are today. With very similar tyres and a lot less downforce, a driver with slightly less power could hold on to rivals down long straights by utilising the vacuum created in the slipstream of the driver in front. It was a hair-raising technique to watch, although every racing driver was familiar with it because he learned it in F3 and F2.

Today's circuits, confined by chicanes and artificial corners, discourage slipstreaming. But Monza, which was the fastest circuit in Europe, was not contaminated by a single chicane in 1971. To win at Monza, you needed a strong nerve, good anticipation, and a car with the right engine characteristics to slingshot past rivals on the way out of the final turn (Parabolica).

Thus Gethin knew that his BRM was a suitable candidate for victory at Monza, and sure enough he was among the dozen or so cars which formed the leading group immediately after the start. *"Unfortunately,"* he recalls, *"I thought I had screwed up my chances when I lost the tow (slipstream) while passing a backmarker at about one-third distance.*

"According to my pit board I had lost about 10 seconds, but I was still trying hard. Soon I could see that I was making up little bits, a tenth here, a couple of tenths there, so I concentrated on trying as hard as I possibly could. I had closed the gap, as I remember, to about four and a half seconds when I felt the slipstream of the leading group. Four and a half seconds, at over 150 mph, is a long way, but I could definitely feel the pull of the leading group. Almost immediately I was right back with them. And I had worked so hard getting to

THE MECHANIC HAD PUT THE REAR BRAKE PADS IN THE WRONG WAY ROUND.

them that I remember telling myself I had done the difficult part: now I was going to win."

The other drivers in the leading group were equally determined not to let Gethin get the better of them: Ronnie Peterson (March-Ford), Chris Amon (Matra), Mike Hailwood (Surtees-Ford), Howden Ganley (BRM) and François Cevert (Tyrrell-Ford) had been trying to outwit each other from the start, and each of them had worked his own private game plan for the all-important last lap.

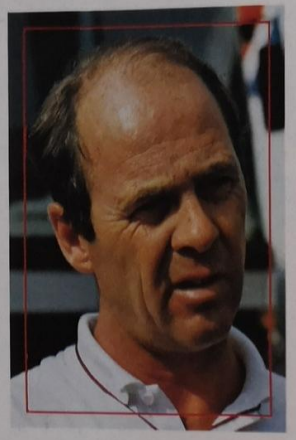
"No one wanted to cross the line in first place going into the last lap," remembers Gethin. *"In my mind I knew that I was going to win, but I felt that I had to be first or second coming out of the Parabolica, to take advantage of the BRM engine's power and torque characteristics. I knew that with the BRM I could win.*

"Going into the Parabolica on that last lap, Cevert was outbraked by Ronnie on the inside.

"Unfortunately I was committed to the inside line myself, and I couldn't possibly stop. So I took a little bit of grass with me, it was nothing dangerous, and went into the lead. I slid a bit sideways, but I remember thinking that if I could keep my foot in it I would win. It was lucky that I worked it out right, but after trying so hard to catch up I felt I deserved it."

These two consecutive successes so impressed Mr Stanley that for 1972 he announced the most astounding news: in a bid to conquer the world his team formed a sponsorship alliance with Marlboro and would run no fewer than five cars in every championship race. Big Lou, as Geth observed, may have had many qualities as a person, but they did not include the ability to run a serious racing team. *"Our chief mechanic was Allan Challis, who is now with Williams, and our team manager was Tim Parnell, now retired. Whenever I see them we joke about those days, but it was amazing that they managed to get through the season without committing suicide or shooting someone. In 1972 they were having to run five cars with probably only enough staff to prepare three.*

"The shortage of staff affected us all. Qualifying in 1972 at the Nivelles circuit, in Belgium, I went off the road through the catch fencing and demolished the car against the guardrail. I didn't think it was my fault, but I was told I had made a mistake. It wasn't until several months later that I was informed that the mechanic, who had joined the team temporarily, had put the rear brake pads in the wrong way round, so it was metal-to-metal contact with the disc. I am sure that a lot of similar things happened."



Peter Gethin's ascension in F1 is far from being ordinary. There aren't many examples of drivers who have moved over to behind the scenes of GP racing. Gérard Larousse is one. (photo DPPI)

The bad equipment and poor treatment in '72 had not done any good for the Gethin career. His own confidence in himself had nevertheless been bolstered by some excellent results in Formula 2 with the works Chevron, and it was the Chevron factory which made him a good offer for '73 of a season in the USA doing Formula 5000. Gethin accepted (*"I spent a whole year being shown how quick Jody Scheckter was!"*) and apart from a couple of "invitation" races with BRM and Graham Hill's Lola team, it was the end of his Grand Prix racing career.

In spite of it all, Geth has no regrets. *"I should have won a lot more F2 races,"* he says, *"but I enjoyed the time I spent in F1. I remember a non-championship race with McLaren at Oulton Park which satisfied me, because I was equal fastest in practice with Jackie Stewart. The Wiener (team manager Teddy Mayer) told me to go out and beat the little Scottish f*****, so I went out and beat him. Unfortunately, the little Mexican f***** (Pedro Rodriguez) beat me!"*

Sports car racing, to Geth, meant happy days in various Chevrons, all of them small-capacity models which he drove to fine class victories alongside people like Brian Redman and John Watson. Why not Le Mans? *"It's too dangerous, it didn't interest me. It wasn't true racing as far as I was concerned, and anyway I couldn't stay awake for 24 hours. Ninety per cent of the other drivers are incompetents who'll put you off the road.*

"I was asked if I wanted to race a Matra at Le Mans, but as usual I refused. I think it was the year that Graham Hill went there and won with Pescarolo: maybe Graham took my place, and it could have been me who won there instead."

Chevron founder Derek Bennett was always a great supporter of Gethin. Bennett, who died in a hang-gliding accident in 1979, and built excellent racing cars in an untidy converted cotton mill in the heart of industrial Lancashire, was not only a gifted racing car designer but also a very capable driver. *"I owe him a lot,"* says Geth; *"British racing lost a great talent when Derek died."*

If Geth reminisces, it's about Jim Clark, who he first met at Aintree way back in 1964. *"Jim had won the race in a Lotus 30, a great big thing with a Ford V8 engine. It was my very first International race, and I had won the 1100cc class with my little Lotus 23. We had to put our cars in the same parc fermé afterwards, and since Jim was my hero I didn't feel it was quite right that I should be on the same piece of ground as him."* Four years later, on the morning of a Formula 2 race at Hockenheim, the two men shared breakfast in their hotel. A few hours later, Jim Clark was dead...

The strong sense of history with which Peter Gethin recalls his career is not necessarily one which today's F1 drivers share. But at Brands when we talked about his future, he insisted that he visualized himself in ten years' time as a team manager, certainly still connected with the sport that has given him so much pleasure.

Maybe racing drivers aren't so stupid after all...

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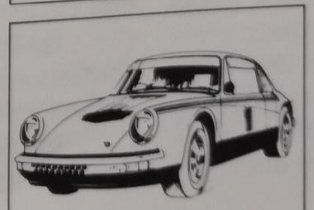
Closing date: 17th September 1984.



Conditions of Entry
1. Only one entry per household. Entry is open to all UK residents over the age of 18, other than employees of Sealink, Grand Prix International, Rothmans International or anyone connected with this competition.
2. There are no cash alternatives to the prizes.
3. No proofs of purchase are required for entry.
4. Closing date for receipt of entries is 17/9/84. No responsibility will be accepted by the organisers for entries which are lost, delayed or damaged in the post, which are illegible or arrive after the closing date.
5. The judges decision on the differences between the two cars will be final and no correspondence will be entered into.
6. Correct entries will be placed in a prize draw to take place on 18/9/84. Prizes will be awarded to those correct entries drawn out sequentially. All winners will be notified by post. A list of winners will be available on receipt of a stamped addressed envelope to the competition address.
7. Allow 28 days for delivery.
8. The race day will take place in October 1984 on a date to be fixed by the Judges and no responsibility for winners ability to attend can be taken by Sealink, Rothmans International, Grand Prix International nor their agents.
9. All entrants will receive a £15 Discount Voucher for a Sealink Car booking to Continental or Irish ports plus a voucher for 200 Rothmans King Size cigarettes free from any Sealink Duty Free Shop on British Ships.
10. It is a condition of entry that these rules are accepted as final and that competitors agree to abide by the rules.

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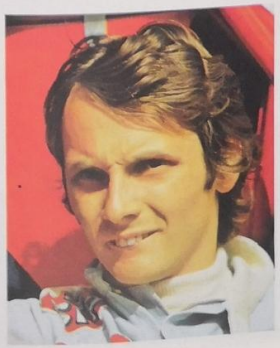
NIKI LAUDA

Charade 72 : March 721G-DFV

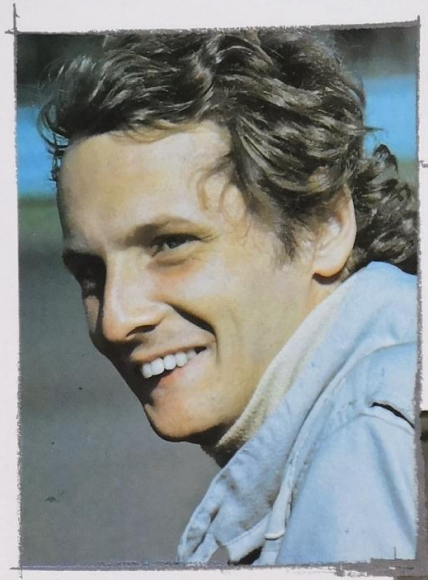
IT WAS HIS 22ND GRAND PRIX VICTORY, A FLAWLESS PERFORMANCE FOR THE CROWD AT BRANDS. NIKI LAUDA, BORN IN VIENNA, AUSTRIA ON FEBRUARY 22ND, 1949, IS GETTING EVER CLOSER TO THE RECORD NUMBER OF VICTORIES HELD BY JUAN-MANUEL FANGIO (24), JIM CLARK (25) AND JACKIE STEWART (27). THE THREE-TIME SCOTTISH WORLD CHAMPION HAD ALSO HELD THE RECORD FOR MOST CHAMPIONSHIP POINTS WITH 359. WITH HIS NINE POINTS FROM THE BRITISH GRAND PRIX, NIKI HAS JUST TAKEN OVER THAT RECORD WITH A TOTAL (SO FAR) OF 367.5 POINTS. HIS HAS BEEN A STRANGE CAREER, BEGINNING WITH UNIMPRESSIVE DAYS WITH THE MARCH TEAM FROM WHICH HE WENT ON TO BECOME ONE OF THE SCUDERIA FERRARI'S LEGENDARY DRIVERS AND AN IDOL OF THE TIFOSI. THEN CAME A SERIOUS ACCIDENT AT THE NÜRBURGRING IN 1976, WHICH CHANGED HIS FACE FOREVER, FOLLOWED BY A MIRACULOUS RESURRECTION A FEW WEEKS LATER, AND A SECOND WORLD CHAMPIONSHIP TITLE THE FOLLOWING YEAR. WITHOUT WARNING, HE SUDDENLY LEFT TO GO TO BRABHAM, WHERE ONE FINE DAY HE ANNOUNCED HE WAS GIVING UP MOTOR RACING TO DEVOTE HIMSELF TO HIS FLEDGLING AIRLINE. AFTER TWO YEARS OF ABSENCE, HE TURNED UP UNEXPECTEDLY. THIS TIME AT MCLAREN, WHERE HE'S BEEN DEMONSTRATING THAT ALL THE TALENT AND MOTIVATION IS STILL THERE, EVEN WHEN UP AGAINST THE LIKES OF ALAIN PROST. AS HE MOVES WITHIN STRIKING DISTANCE OF A THIRD WORLD CHAMPIONSHIP TITLE, GPI PRESENTS A PRESS BOOK SPANNING MORE THAN A DECADE OF PRECISION, FLAIR AND PASSION.

by Didier Braillon, photo archives DPPI



Niki Lauda

PRESS Book



1973:
Marlboro-BRM

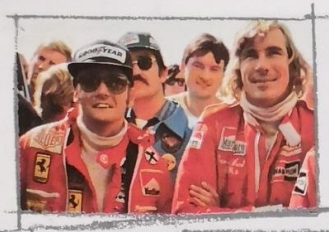
Monaco 72:
March 721X-DFV

Monaco 73:
BRM P160E

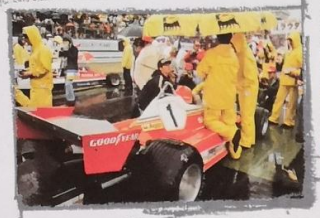
Buenos Aires
March 721-DF

Brands Hatch 72:
March 721G-DFV

Zeltweg 71:
March 711-DFV



Mosport 76: Niki Lauda & James Hunt



Fuji 76:
Ferrari 312 T2

Monaco 75

1977:
Ferrari 312 T2

Monza 76:
Ferrari 312 T2

Watkins Glen 74:
Ferrari 312 B3

Dijon 77:
Ferrari 312 T2

Monaco 75:
Ferrari 312 T

Lauda Air

1980

1984: Alain Prost & Niki Lauda

Zandvoort 82: McLaren MP4/1B-DFV

Zeltweg 83: McLaren MP4/1C-DFV

1983: Niki Lauda & John Watson

Rio 84

Long Beach 79: Brabham BT48-Alfa Romeo

Anderstorp 78: Brabham BT 46B-Alfa Romeo

Rio 78: Brabham BT 45 C-Alfa Romeo

WORLD CHAMPIONSHIPS/ CHAMPIONNATS DU MONDE

1971 : ---
1972 : ---
1973 : P17/02 pts.
1974 : P04/38 pts.
1975 : P01/64, 5 pts.
1976 : P02/68 pts.
1977 : P01/72 pts.
1978 : P04/44 pts.
1979 : P14/04 pts.
1982 : P05/30 pts.
1983 : P10/12 pts.

P01 : 1st in race/1er en course.
--- : Retired in race/Abandon en course.
N.Q. : Did not qualify/Non qualifié.
DNS : Did not start/Forfait en course.
DIS : Disqualified/Disqualifié.
FOR : Entry withdrawn/Non engagé.
(*) : Pole position/Meilleur temps aux essais.

ZELTWEG 71	March 711-DFV	---
BUENOS AIRES 72	March 721-DFV	P11
KYALAMI 72	March 721-DFV	P07
JARAMA 72	March 721X-DFV	---
MONACO 72	March 721X-DFV	P16
NIVELLES 72	March 721X-DFV	P12
CHARADE 72	March 721G-DFV	---
BRANDS HATCH 72	March 721G-DFV	P09
NÜRBURGRING 72	March 721G-DFV	---
ZELTWEG 72	March 721G-DFV	P10
MONZA 72	March 721G-DFV	P13
MOSPORT 72	March 721G-DFV	DIS
WATKINS GLEN 72	March 721G-DFV	P19
BUENOS AIRES 73	BRM P160C	---
INTERLAGOS 73	BRM P160C	P08
KYALAMI 73	BRM P160D	---
MONTJUICH 73	BRM P160E	---
ZOLDER 73	BRM P160E	P05
MONACO 73	BRM P160E	---
ANDERSTORP 73	BRM P160E	P13
PAUL RICARD 73	BRM P160E	P09
SILVERSTONE 73	BRM P160E	P12
ZANDVOORT 73	BRM P160E	---
NÜRBURGRING 73	BRM P160E	---
ZELTWEG 73	BRM P160E	FOR
MONZA 73	BRM P160E	---
MOSPORT 73	BRM P160E	---
WATKINS GLEN 73	BRM P160E	---
BUENOS AIRES 74	Ferrari 312 B3	P02
INTERLAGOS 74	Ferrari 312 B3	---
KYALAMI 74	Ferrari 312 B3	--- (*)
JARAMA 74	Ferrari 312 B3	P01 (*)
NIVELLES 74	Ferrari 312 B3	P02
MONACO 74	Ferrari 312 B3	--- (*)
ANDERSTORP 74	Ferrari 312 B3	---
ZANDVOORT 74	Ferrari 312 B3	P01 (*)
DIJON 74	Ferrari 312 B3	P02 (*)
BRANDS HATCH 74	Ferrari 312 B3	P09 (*)
NÜRBURGRING 74	Ferrari 312 B3	--- (*)
ZELTWEG 74	Ferrari 312 B3	--- (*)
MONZA 74	Ferrari 312 B3	--- (*)
MOSPORT 74	Ferrari 312 B3	--- (*)
WATKINS GLEN 74	Ferrari 312 B3	---
BUENOS AIRES 75	Ferrari 312 B3	P06
INTERLAGOS 75	Ferrari 312 B3	P05
KYALAMI 75	Ferrari 312 T	P05
MONTJUICH 75	Ferrari 312 T	--- (*)
MONACO 75	Ferrari 312 T	P01 (*)
ZOLDER 75	Ferrari 312 T	P01 (*)
ANDERSTORP 75	Ferrari 312 T	P01
ZANDVOORT 75	Ferrari 312 T	P02 (*)
PAUL RICARD 75	Ferrari 312 T	P01 (*)
SILVERSTONE 75	Ferrari 312 T	P08
NÜRBURGRING 75	Ferrari 312 T	P03 (*)
ZELTWEG 75	Ferrari 312 T	P06 (*)
MONZA 75	Ferrari 312 T	P03 (*)
WATKINS GLEN 75	Ferrari 312 T	P01 (*)
INTERLAGOS 76	Ferrari 312 T	P01 (*)
KYALAMI 76	Ferrari 312 T	P01 (*)
LONG BEACH 76	Ferrari 312 T	P02
JARAMA 76	Ferrari 312 T2	P02 (*)
ZOLDER 76	Ferrari 312 T2	P01 (*)
MONACO 76	Ferrari 312 T2	P01 (*)
ANDERSTORP 76	Ferrari 312 T2	P03
PAUL RICARD 76	Ferrari 312 T2	--- (*)
BRANDS HATCH 76	Ferrari 312 T2	P01 (*)
NÜRBURGRING 76	Ferrari 312 T2	--- (*)
ZELTWEG 76	Ferrari 312 T2	FOR
ZANDVOORT 76	Ferrari 312 T2	FOR
MONZA 76	Ferrari 312 T2	P04
MOSPORT 76	Ferrari 312 T2	P08
WATKINS GLEN 76	Ferrari 312 T2	P03
FUJI 76	Ferrari 312 T2	---
BUENOS AIRES 77	Ferrari 312 T2	---
INTERLAGOS 77	Ferrari 312 T2	P03
KYALAMI 77	Ferrari 312 T2	P01
LONG BEACH 77	Ferrari 312 T2	P02 (*)
JARAMA 77	Ferrari 312 T2	FOR
MONACO 77	Ferrari 312 T2	P02
ZOLDER 77	Ferrari 312 T2	P02
ANDERSTORP 77	Ferrari 312 T2	---
DIJON 77	Ferrari 312 T2	P05
SILVERSTONE 77	Ferrari 312 T2	P02
HOCKENHEIM 77	Ferrari 312 T2	P01
ZELTWEG 77	Ferrari 312 T2	P02 (*)
ZANDVOORT 77	Ferrari 312 T2	P01
MONZA 77	Ferrari 312 T2	P02
WATKINS GLEN 77	Ferrari 312 T2	P04
MOSPORT 77	Ferrari 312 T2	FOR
FUJI 77	Ferrari 312 T2	FOR
BUENOS AIRES 78	Brabham BT 45C-Alfa	P02
RIO 78	Brabham BT 45C-Alfa	P03
KYALAMI 78	Brabham BT 46-Alfa	--- (*)
LONG BEACH 78	Brabham BT 46-Alfa	---
MONACO 78	Brabham BT 46-Alfa	P02
ZOLDER 78	Brabham BT 46-Alfa	---
JARAMA 78	Brabham BT 46-Alfa	---
ANDERSTORP 78	Brabham BT 46B-Alfa	P01
PAUL RICARD 78	Brabham BT 46-Alfa	---
BRANDS HATCH 78	Brabham BT 46-Alfa	P02
HOCKENHEIM 78	Brabham BT 46-Alfa	---
ZELTWEG 78	Brabham BT 46-Alfa	---
ZANDVOORT 78	Brabham BT 46-Alfa	P03
MONZA 78	Brabham BT 46-Alfa	P01
WATKINS GLEN 78	Brabham BT 46-Alfa	---
MONTRÉAL 78	Brabham BT 46-Alfa	---
BUENOS AIRES 79	Brabham BT 48-Alfa	---
INTERLAGOS 79	Brabham BT 48-Alfa	---
KYALAMI 79	Brabham BT 48-Alfa	P06
LONG BEACH 79	Brabham BT 48-Alfa	---
JARAMA 79	Brabham BT 48-Alfa	---
ZOLDER 79	Brabham BT 48-Alfa	---
MONACO 79	Brabham BT 48-Alfa	---
DIJON 79	Brabham BT 48-Alfa	---
SILVERSTONE 79	Brabham BT 48-Alfa	---
HOCKENHEIM 79	Brabham BT 48-Alfa	---
ZELTWEG 79	Brabham BT 48-Alfa	---
ZANDVOORT 79	Brabham BT 48-Alfa	---
MONZA 79	Brabham BT 48-Alfa	P04
MONTRÉAL 79	Brabham BT 49-DFV	FOR
WATKINS GLEN 79	Brabham BT 49-DFV	FOR
KYALAMI 82	McLaren MP4/1-DFV	P04
RIO 82	McLaren MP4/1B-DFV	---
LONG BEACH 82	McLaren MP4/1B-DFV	P01
IMOLA 82	McLaren MP4/1B-DFV	FOR
ZOLDER 82	McLaren MP4/1B-DFV	DIS
MONACO 82	McLaren MP4/1B-DFV	---
DETROIT 82	McLaren MP4/1B-DFV	---
MONTRÉAL 82	McLaren MP4/1B-DFV	---
ZANDVOORT 82	McLaren MP4/1B-DFV	P04
BRANDS HATCH 82	McLaren MP4/1B-DFV	P01
PAUL RICARD 82	McLaren MP4/1B-DFV	P08
HOCKENHEIM 82	McLaren MP4/1B-DFV	DNS
ZELTWEG 82	McLaren MP4/1B-DFV	P05
DIJON 82	McLaren MP4/1B-DFV	P03
MONZA 82	McLaren MP4/1B-DFV	---
LAS VEGAS 82	McLaren MP4/1B-DFV	---
RIO 83	McLaren MP4/1C-DFV	P03
LONG BEACH 83	McLaren MP4/1C-DFV	P02
PAUL RICARD 83	McLaren MP4/1C-DFV	---
IMOLA 83	McLaren MP4/1C-DFV	P02
MONACO 83	McLaren MP4/1C-DFV	N.Q.
SPA 83	McLaren MP4/1C-DFV	---
DETROIT 83	McLaren MP4/1C-DFV	---
MONTRÉAL 83	McLaren MP4/1C-DFV	---
SILVERSTONE 83	McLaren MP4/1C-DFV	P06
HOCKENHEIM 83	McLaren MP4/1C-DFV	DIS
ZELTWEG 83	McLaren MP4/1C-DFV	P06
ZANDVOORT 83	McLaren MP4/1C-DFV	---
MONZA 83	McLaren MP4/1E-TAG	---
BRANDS HATCH 83	McLaren MP4/1E-TAG	---
KYALAMI 83	McLaren MP4/1E-TAG	---
RIO 84	McLaren MP4/2-TAG	---
KYALAMI 84	McLaren MP4/2-TAG	P01
ZOLDER 84	McLaren MP4/2-TAG	---
IMOLA 84	McLaren MP4/2-TAG	---
DIJON 84	McLaren MP4/2-TAG	P01
MONACO 84	McLaren MP4/2-TAG	---
MONTRÉAL 84	McLaren MP4/2-TAG	P02
DETROIT 84	McLaren MP4/2-TAG	---
DALLAS 84	McLaren MP4/2-TAG	---
BRANDS HATCH 84	McLaren MP4/2-TAG	P01

SEVERE BLOW

The decision to ban Ken Tyrrell for the remaining part of the season is an absolute disgrace. FISA has signed the Tyrrell team's death warrant. FISA would do better worrying about the drivers' safety which is getting steadily worse, just ask Johnny Cecotto. Do you think that FISA's verdict would have been the same if Brabham, Williams or Renault had been involved...?

Muriel Galopier
03190 Herisson
France

I would like to express my indignation concerning FISA's sentence: *"Tyrrell is banned from the World Championship."* We all know why, to compensate for not having a turbo, Mr. Tyrrell played around with his cars' minimum weight. He cheated, and should be punished. Come on, Mr Balestre, don't over-exaggerate, this shouldn't be a case of revenge. During the 1983 season, Mr Ecclestone had his cars run on special petrol which didn't correspond to the authorized octane level. Result - Piquet was World Champion. That's cheating! And what measures were taken? Mr Ballestre knew how to keep his ears and eyes shut. He even wanted to discredit himself by making a press statement to clear Brabham and BMW. This press statement was in fact contradicted soon afterwards when Bernie Ecclestone confessed.

William Ripoton
95310 St Ouen l'Aumone
France

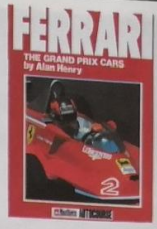
The Tyrrell affair has had more letters coming into the GPI office than the Monaco Grand Prix debate. All the letters agree, Tyrrell cheated, he should be punished, but his punishment should fit the crime he committed. The ins and outs of the affair have been dealt with in this issue of GPI. You will find out that Ken Tyrrell didn't confine his ingenuity to just putting lead pellets into his race cars. Tyrrell cheated.
A glorious past shouldn't be used as an excuse; quite the opposite. We too find that big Ken has to pay a heavy price for his sins for it implies that Tyrrell's team will be wiped out. Wouldn't it have been more logical to have fined him heavily and taken away the points which his cars scored this year, giving a suspended sentence on the ban? As you rightly say, FISA does not appear competent to condemn others with final judgements especially as it has shown itself to be lax over the past few years.

AMAZING

This is one of the many words that spring to mind when I see the drop in standard of GPI. Whatever happened to articles such as 'The Race', and interviews with the race winner? But now the only other article about the race outside 'Extra Extra' is 'Sunday', which leaves you guessing - and relying on Murray Walker. Yes, it's that bad! What has happened to the photos? In the Detroit issue, a very large photo of the backs of Tyrrell mechanics cheering, space which could have been given over to the first start photographs, which had been miniaturised and relegated to another page.

Peter Laird
44, Broomhall Road,
Edinburgh

Okay, but look at the Dallas edition. I'd say we've given you the most spectacular photos of the race. But if you want to read up all about the race then I'm afraid you'll just have to tear yourself away from those pretty pictures and look at the boring bits in between - you know, the pages where we fit the articles in. Try reading 'Statistics', 'Paddocks', 'Cockpits', 'Third Degree' - that's what Formula One is all about. Also, we've got some of the best international Motorsport journalists in the business working for us. It seems a shame to exclude them for the sake of a few photographs. GPI.

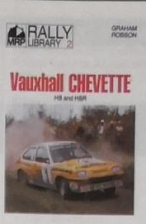


✍✍✍

FERRARI THE GRAND PRIX CARS

Alan Henry
Hazleton Publishing
3 Richmond Hill
Surrey
TW10 6RE
Price: £14.95

This is the second book in the Hazleton collection devoted to the top F1 constructors, (the first was on McLaren). It gives a detailed account of the Ferrari team's past history in F1 starting from the post-war era to today. He has also included the time Enzo Ferrari was hired on at Alfa Romeo to give them the benefit of his experience. It was quite a risky undertaking to write a book on such a vast subject, but Alan Henry has come out remarkably well. As the photographic plates are of a quality rarely seen in this kind of book, we would just like to add that our pleasure would have been that much greater if Henry hadn't kept such a strictly chronological line of approach. It's difficult to do it any other way, but it would have been interesting to at least have consecrated an entire chapter on Enzo Ferrari.
Four ✍ a good reference book.



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RALLY LIBRARY 2 VAUXHALL CHEVETTE

MRP
32 Devonshire Rd,
Chiswick,
London
W4 2HD
Price: £4.95

The first book in this collection for rally fans was devoted to Audi Quattro, and it was reviewed in GPI No 85. We are now treading on less familiar terrain here with the Vauxhall Chevette HSR which, although it wasn't well-known internationally, was made into a star by Russell Brookes, amongst others, on the British rallying scene. With meticulous care, Graham Robson goes through the genesis of its development from its early days and on from Group 4 to Group B. He has given all the technical details, not a single chassis number is missing and all the results are there. This small book is very well illustrated and the least we can say is that it is reasonably priced. It's just a matter of time now before we receive the other books in the "Rally Library" collection. A must for all Rally fans.
Three ✍ as for the first in the collection.

WHAT'S ON

AUGUST 17-19

AUSTRIAN GRAND PRIX F1
ZELTWEG

Austrian Grand Prix
A-B720 Knittenfeld
Tel: (03577) 2510
Untimed practice on Friday and Saturday from 10:00 - 11:30; timed practice on Friday and Saturday from 13:00 - 14:00. Warm-up on Sunday from 10:30 - 11:00. Race starts on Sunday at 14:30.
Admission prices: public enclosures: 120 Schillings on Friday; 200 Schillings on Saturday; 260 Schillings on Sunday; three-day ticket, 500 Schillings; covered stands: 80 Schillings extra on Friday, 180 Schillings extra on Saturday, 450 - 750 Schillings extra on Sunday.

AUGUST 24-26

DUTCH GRAND PRIX F1
ZANDVOORT

Circuit Zandvoort
Postbox 132
2040 Zandvoort
Tel: (02507) 18284
Untimed practice on Friday and Saturday from 10:00 - 11:30; timed practice on Friday and Saturday from 13:00 - 14:00. Warm-up on Sunday from 12:00 - 12:30. Race starts on Sunday at 15:00.
Admission prices: public enclosures: 20 Florins on Friday, 25 Florins on Saturday, 30 Florins on Sunday; covered stands: 20 Florins on Friday, 25 Florins on Saturday, 45-120 Florins on Sunday.

THE GLEN IS BACK

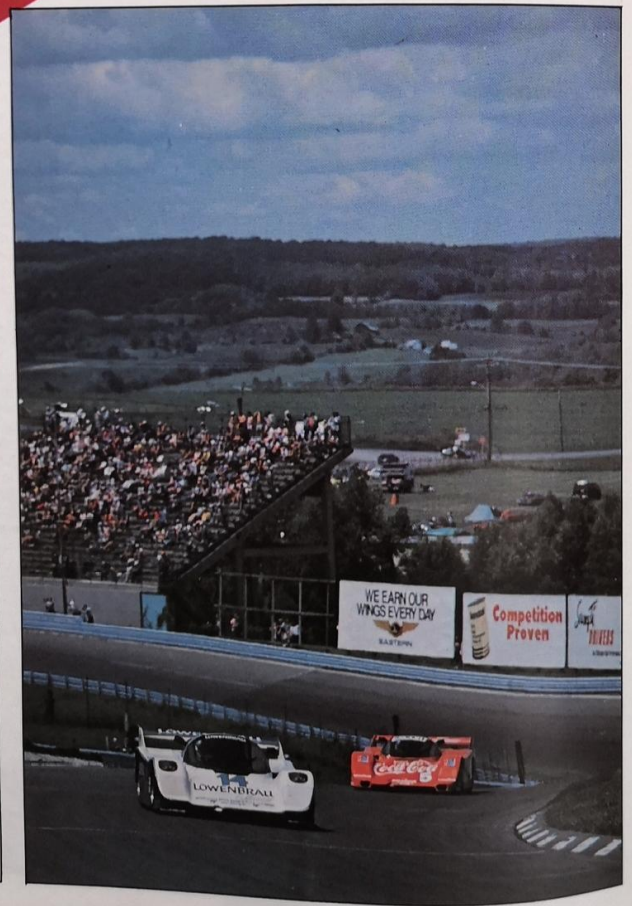
WATKINS GLEN, NEW JERSEY'S LEGENDARY CIRCUIT, HAS COME BACK TO LIFE SINCE F1 FORSOOK IT TOWARDS THE END OF 1980. THE TENTH ROUND OF THE IMSA CHAMPIONSHIP 1984 TOOK PLACE IN THE FORM OF TWO RACES LASTING THREE HOURS. THE PORSCHE 962S CAME IN FIRST AND SECOND. DEREK BELL WAS RACING WITH 1983 WINNER AL HOLBERT, AND JIM ADAMS, THE VETERAN WHO HAD SOME GLORIOUS MOMENTS SOME TEN YEARS AGO AT THE WHEEL OF A CANAM FERRARI. DEREK HAS THUS HOISTED HIMSELF UP TO SECOND POSITION IN THE OVERALL RESULTS JUST BEHIND RANDY LANIER. WILL HE BE RACING AT MOSPORT OR SEARS POINT ON AUGUST 5?

WATKINS GLEN 6 HOURS
10th race in the Camel GT (GTP, GTX, GTO, GTU) International Sports Association (IMSA) Championship.
Official designation: Camel Continental double three-hour.
Date : July 8, 1984
Race length: two three-hour races, the first on Saturday, the second on Sunday, on a 5.435 km circuit (3.377 miles).
Weather conditions: hot and dry.
Attendance: 30,000.

RESULTS

1.	Porsche 962-Holbert/Bell/Adams, 196 laps in 6 hours 02 m 20.735s, at an average speed of 174.686 kph (108.483 mph)		
2.	Porsche 962	Leven/Paul Jr	191 laps
3.	Jaguar XJR5	Redman/Haywood	186 laps
4.	Argo JM16-Mazda	Downing/Mattucci	181 laps
5.	Lola T616-Mazda	Busby/Knoop	181 laps
6.	Porsche 934	Vincentz/Mullen	176 laps
7.	Porsche 924 GTR	Schneider/Forbes Robinson	172 laps
8.	Argo JM16-Cosworth	St James/Johnson	171 laps
9.	Momo AR3-Cosworth	Moretti/Ballabio	171 laps
10.	Mazda GTP	Loring/Jellinek	171 laps

Best qualifying time GTP/GTX
Bell (Porsche 956): 1m 41.966s.
Best qualifying time GTO
Felton (Chevrolet Camaro): 1m 55.783s.
Best qualifying time GTU
Forbes Robinson (Porsche 924 GTR): 2m 02.329s.
Fastest race lap GTP/GTX
Bell (Porsche 962): 1m 44.710s.
Fastest race lap GTO
Bahren (Chevrolet Corvette): 1m 57.890s.
Fastest race lap GTU
Forbes Robinson (Porsche 924 GTR): 2m 00.370s.
Winners in GTO
Vincentz/Mullen (Porsche 935).
Winners GTU
Schneider/Forbes Robinson (Porsche 924 GTR).

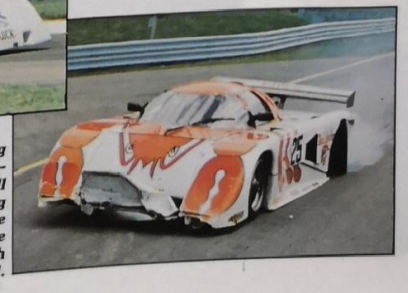


STARTING GRID

14. Porsche 962 Holbert/Bell/Adams 1m 41.966s	56. March 84G-Chevrolet Lanier/B. Whittington 1m 42.632s
7. Ford Mustang GTP Ludwig/Wollek 1m 43.063s	44. Jaguar XJR5 Tullius/Bundy 1m 45.904s
15. March 84G-Chevrolet Kalagian/Lloyd 1m 46.381s	04. Jaguar XJR5 Redman/Haywood 1m 46.765s
2. March 84G-Chevrolet Al Leon/Art Leon/Mckitterick 1m 47.539s	5. Porsche 962 Akin/O'Steen 1m 47.653s
25. March 84G-Chevrolet Baker/Newsum 1m 48.535s	30. Momo AR3/Cosworth Moretti-Ballabio 1m 48.932s
9. March 84G-Chevrolet Baker/Newsum 1m 49.548s	86. Porsche 962 Leven/Paul Jr. 1m 50.638s
07. Argo JM16-Cosworth St James/Johnson 1m 51.789s	71. Argo JM16-Buick Morgan/Ganz 1m 52.480s
67. Lola T616-Mazda Busby/Knoop 1m 55.622s	4. Chevrolet Camaro• Hagan/Felton 1m 55.783s
47. Chevrolet Corvette Bohren/Dingman 1m 56.537s	16. March 84G-Chevrolet Hinze/CoConis 1m 57.617s
70. Mazda GTP Loring/Jellinek 1m 57.762s	20. Porsche 934 Vincentz/Mullen 1m 58.397s

(56 cars in qualifying)
• denotes GTO

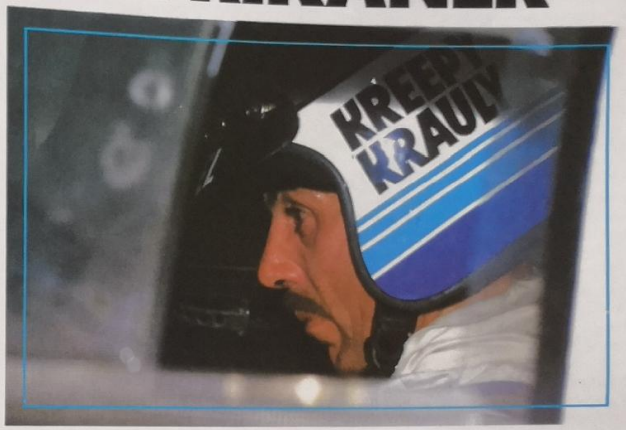
Above, the Ford Mustang GTP (7); left, the new Argo JM16-Buick driven by the American team, Overby and Don Bell; below, the March 84G-Chevrolet (25) in a sorry state.



Left, the winning Porsche 962 (14) co-driven by Derek Bell (portrait) leading Akin/O'Steen's Porsche 962 (5). Above, the Porsche 962 (86) which came in right behind.

Two wins this year for Kreepy Krauly's March 84G-Porsche, at Daytona and Lime Rock. Van de Merwe is depending on Robin Herd's new March to give him the championship title. (Photo DPPI)

THE AFRIKANER



Sarel Van der Merwe, the great revelation of the IMSA 1984 season. (Photo DPPI)

SAREL VAN DER MERWE. THE FIRST QUESTION THAT THE AMERICAN JOURNALISTS IN DAYTONA ASKED HIM BACK IN FEBRUARY AT THE WINNERS PRESS CONFERENCE WAS: HOW DO YOU SPELL YOUR NAME? NOT VERY FLATTERING FOR A DRIVER WHO'S BEEN CHASING INTERNATIONAL RECOGNITION FOR 12 YEARS. VAN DER MERWE HAS SPENT TOO MUCH TIME INSIDE THE BORDERS OF HIS NATIVE SOUTH AFRICA, AND THE TITLE OF NATIONAL CHAMPION THERE IS BEGINNING TO WEAR THIN AFTER SO MANY YEARS. AT 37, HE'S BEGUN EXPORTING HIS TALENTS, WITH THE INTENTION OF MAKING UP FOR LOST TIME.

by Xavier Chimits

"The Mulsanne straight is, I think, the only place in the world where a driver fully realizes just how fast he's going. Normally, in a straight line that's a kilometre long, you hardly have time to glance over at your instrument panel and gauges and relax a bit before you have to start braking for the next curve. But the Mulsanne is long, very, very long. So you look at what's going on outside, and there you see the trees. That's what struck me the most at Le Mans, seeing the speed at which the trees were going by. I realized all of a sudden that I was going very fast. I had never had that impression before, in all of my career."

Sarel Van der Merwe has a pencil-thin moustache and even-toned skin, a little like Clark Gable in his heyday. What's most striking is his voice, very deep, almost guttural. But then anything less would be a shock, coming from such a big body. He admits sheepishly, as if it were bad, to being 6 foot 3, taller than both Philippe Streiff and David Hobbs. *"Actually, I think David is a little short to be driving in Endurance,"* says he laughing. John Fitzpatrick used very simple guidelines when setting up his teams for Le Mans: the tall ones on one side (Van der Merwe/Streiff/Hobbs) and the (much) shorter ones on the other (Edwards/Keegan/Moreno). The little men went off in the night, the big ones came very close to winning. A problematic cylinder confined them to third place at the finish. Not so bad for a first outing at Le Mans, but what made Sarel Van der Merwe the happiest was that John Fitzpatrick had phoned him to offer him the Le Mans drive: *"I had already driven for him at Kyalami last year. My sponsor, Kreepy Krauly, was financing one of his cars. Le Mans was different. John needed additional drivers, and he had money with which to pay them. He chose me freely."*

Sarel Van der Merwe could fill a medium-sized telephone book with the list of races that he's won. He's been at it for twelve years, competing over dirt tracks and in rallies, with national titles and victories as far as the eye can see. He's afflicted with one

dreadful problem: outside his native South Africa, his talents are largely unknown. One can now say his talents *were* largely unknown, for his IMSA victory at Daytona this year has done much to change all that. South Africa has always been a long way from the rest of the world: *"For many people, motor sport in South Africa just isn't to be taken seriously. Europe pays attention. We have a Formula 1 Grand Prix and rallies which sometimes attract well-known European drivers. But as for the United States... When I arrived in IMSA racing, people were looking at me a little bit strangely. You can be South African, Chinese or from outer space, it's pretty much all the same to them over there in motor racing."*

Actually, there's something a little bit sad in Sarel Van der Merwe's story. Because when the day comes and he has finished with motor racing, he's probably going to be left with a bitter taste in his mouth, the unpleasant impression that he didn't make the most of his talents: *"I'm 37 years old. To do this right, everything that's happening to me now should have happened five years ago. But how was I ever to leave South Africa? Because I'm so big, I never felt at ease in a single-seater. Therefore trying to go and race in Formula Ford in England was out of the question. And in rallying, there's no equivalent promotional classes. My first aim was to become a professional driver, in my country, in South Africa. The opportunity of having a regular drive anywhere else never came up until last year. And yet, believe me, there's not much to be said for being a big fish in a small pond, to be up every week against drivers who you've been beating regularly for the last eight years."*

"BY DECEMBER I'LL HAVE SPENT 62 DAYS IN AEROPLANES. THAT'S RIDICULOUS."

He's been the South African Rally champion eight times, soon to be nine with an Audi Quattro, not to mention innumerable victories in local production races. Van der Merwe could have carried on being the big fish for a long time if it hadn't been for the welcome arrival of a sponsor interested in exporting his talents. Kreepy Krauly are a company who manufacture automatic swimming-pools cleaning devices. The world leader in swimming-pools per capita is Florida, and that's how Van der Merwe found himself racing in IMSA: *"Kreepy Krauly had been my national sponsor for a number of years and had wanted to rent a Porsche for the Kyalami 6 Hours in 1982. Their negotiations with Fitzpatrick got nowhere and I found myself in a Moretti Porsche. Last year, I was able to race the entire IMSA season in association with Moretti. This year is costing us more money but we have our own team and we're winning races. Which wouldn't have been possible in the World Endurance Championship for the same amount of money. The best teams in this championship won't rent out drives. They want good drivers. But when you're with a second-string team you can't hope to demonstrate what you're capable of as a driver. That's why we chose IMSA."*

The choice wasn't long in proving to be a good one. February, at the Daytona 24 Hours, to be exact. Mario Andretti was there, with Porsche's blessing and a spanking new 962. Stuttgart was out to conquer the American market. Mario was on pole, the start was smooth, everything was as it should be except for a blue and white March which just wouldn't leave Mario's Porsche alone. That can get on your nerves, especially when you're Andretti and the March is being driven by a South African no one's heard of. Two laps later, the March overtook him. What followed was a pedal-to-the-metal battle between Van der Merwe and Andretti for the rest of the relay, far in front of the rest of the field. The following day, at four in the afternoon, the March 84G driven by South Africans Van der Merwe/Duxbury/Martin was first across the finish line. Perhaps he wasn't quite on his way to becoming a household name, but Van der Merwe's reputation had at last gone beyond South Africa: *"In my mind, Andretti will always be a very great driver. In doing battle with him, in overtaking him, I proved to myself that I had what it took to compete at the top level of my sport. And you can believe that as much as you like, but you're never sure until you've actually rubbed shoulders with the best."*

Van der Merwe had declared at the end of the Kyalami 6 Hours that he had been impressed by only one driver there: Bellof. At the time, his statement had seemed a bit presumptuous. He says: *"Because it was misunderstood. What I meant by that was simply that of all the drivers present at Kyalami, Bellof was the only one of whom you could say, from the edge of the track and without a stopwatch, that he was going fast. He achieves that through style. A driver can be terribly quick and yet not be impressive to watch. If you like, John Paul Jr. is the Bellof of IMSA. Young, effective, and just as exciting to watch".*

Having cleared up that point, Van der Merwe went on to justify the hopes which were born at Daytona. The one problem they have concerns the different levels of talent in their team. Consistency is not the number one quality of the March-Porsche 00 drivers: *"Yeah, I know. We lost at Mid Ohio because of that. When I turned the car over to my team-mates at the end of the first relay, I was in the lead with a cushion of 26 seconds. When I got back in the car, we were a lap and a half behind the leader. Three South African drivers might be a good idea from the sponsor's point of view, but we run the risk of losing the championship. I think that next year we're going to have to look at the problem carefully and choose drivers more on the basis of their racing records than of their nationalities."*

A victory at Lime Rock — the race lasted only one hour and there was no need for co-drivers — had the effect of solidifying Van der Merwe's reputation in IMSA. In fact, there's only been one race in which the South African performed slightly less well than what was expected of him: Miami. *"The March isn't a very happy car on slow-*

→

Refuelling at Riverside with Jurgen Barth in the background. Tall Sarel has a small problem. The 00 March's team isn't as well-matched as it should be at this level of competition. (Photo DPPI)

A third placing when he teamed up with David Hobbs and Philippe Streiff on a Fitzpatrick 956. Victory wasn't far off. (Photo DPPI)

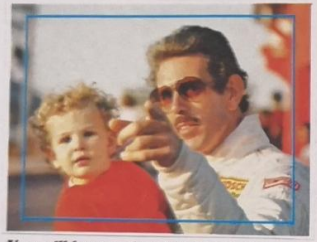
er circuits. You're going to bring up Fittipaldi, but his March was powered by a normally-aspirated Chevrolet engine, which has far better pickup than a Porsche turbo. On top of that, I had to get accustomed to driving cars with ground effect this year. I had never driven any before the Fitzpatrick Porsche 956 at the Kyalami 6 Hours in 1983. Those sorts of cars call for a particular driving style. It took me four or five races before I could really take advantage of their potential."

Staying with his negative performances this year, up comes the subject of his early retirement at the Rally of Portugal this year, although he had an official Audi Quattro at his disposal: *"It would have been better not to have gone. My car wasn't ready, we had to do the reconnaissance with a standard Audi Quattro whereas all the others had the race Quattro already. The only time I might have been able to go out on the terrain with a race car, I had to leave for Miami. My notes weren't verified and I went off. Not the best thing for my rallyman's image."*

Theoretically, he should get another chance at the RAC Rally. But he knows as well that he'll soon have to choose between rallies and circuits: *"This year, I've got thirty races down on my calendar, ten of which are in South Africa. According to my calculations, by December I'll have spent 62 days in aeroplanes. That's ridiculous. Next year, if I keep up IMSA, I think that I'll stop Rallies and go and live in the States from February to November. But I want to continue to live in South Africa, and race here from time to time. I'll never do what Jody Scheckter did and go live in Monaco. He's as popular in South Africa as Piquet in Brazil... These last few years I've become a little bored with Rallies. When I drove an Escort, I had internationally known drivers against me, like Tony Pond with Datsun or Penti Airikalla with Opel. Winning the championship in those conditions was really interesting. Now, with an Audi Quattro, it's hardly to my credit if I win."*

This architect's son first made his reputation as a driver in Rallies. But anything that he would win rallying would immediately be reinvested in circuit racing: *"My father was involved in both forms of racing when I was a child. Maybe it goes all the way back to then, but I've always preferred circuits. Because at circuits I could make myself useful, participate by holding out boards or taking down the times. I felt more involved than in rallying, where I was merely a spectator. If I started in Rallies, I did so because you raced on the weekend with the car that you drove during the week. I got my first official drive with Datsun in 1974. I was able to buy a Group 1 to go circuit racing. The following year, I continued driving for Datsun in Rallies, and Alfa took me on to race for them at circuits. Since then, I've been involved with both aspects of racing. When I was with Ford, from 1978 to 1982, I was able to race in a couple of Rallies overseas, the RAC, Scotland, Wales, the Reno Rally in the United States which I won, the 'Tour de la Réunion'. I also tried, through the Ford connection, to drive the Escort Zakspeed, but that never worked out. Kreepy Krauly was Ford's sponsor in 1982. They wanted to develop their market abroad. I happened to be in the right place at the right time."*

Next year, Kreepy Krauly intends to continue sponsoring its own team in IMSA and might even sponsor a car in Endurance. If that proves to be the case, Van der Merwe will have a very busy year. And he has no fear of shocking purists when he admits that he prefers IMSA to endurance: *"The driver's role is more important in IMSA. There are no fuel limitations, its a more even rhythm and the surface of the track is usually in dreadful condition. If I prefer sports cars to single seaters, it's because with the same amount of power you get far inferior road handling. And therefore the role of the driver becomes that much more important. My ideal race car would have 800 horsepower, 8 inch tyres and no ground effects. That's probably a leftover taste from Rallying. As more and more technical advances are made, the driver's role becomes less important. Each time an engineer brings a car along a little bit, it's to the detriment of the art of pure driving. The March 84G is a bit more delicate to drive*



You will be a racing driver one day, my girl. (Photo archives DPPI)

than a Porsche 956 because of the extra weight. But the power is the same. On the other hand, when your close the door of a 956 you hear the sound of a door closing and that's all. It's little details like that which always make Porsches stand out."

What about the level of driving in IMSA? *"I think that their top drivers are on a par with those in Endurance. The average level of American drivers is probably the worst in the world. They have no sense of discipline, and you'll never see a driver blackflagged for driving dangerously. In the US, it's often a matter of taking someone out before they take you out. A little bit like what you see in westerns."*

When he's in between aeroplanes, Sarel van der Merwe lives in Port Elizabeth, by the sea. It has a calming influence on him, and he often spends hours simply gazing at its wide expanse. His popularity in South Africa is so great that he admits to making more money than a European or an American driver of the same calibre. Part of which is derived from his endorsement of a variety of products, including electric race sets, a brand of petrol and a line of clothing. His races are re-transmitted on South African television. He's more popular at home than Jody Scheckter ever was, even when he was world champion. Some of that popularity is derived from his love of his country, which he continually affirms, loud and clear.

The moment seems right to move away from motor racing, for if South Africa is isolated from the rest of the world, it's not only by virtue of its geographical distance: *"I was born in South Africa and I want to die here. My family has been here for generations. I am an Afrikaner, a descendant of the Dutch who arrived in South Africa in 1652, and of the Germans and the French who came after the Revolution. My personal feelling is that I belong to a white tribe in Africa. We don't have the same mentally as the whites in French or British colonies, who live their lives with one foot in their home countries. We're paying the price now for mistakes made in the past. People who came to South Africa twenty years ago and who come back now can tell you about the changes which have taken place in this country. Those who are so quick to judge us don't understand us. We have a liberal government which is confronted by a very powerful right wing, which is made up essentially of farmers. We have to evolve slowly, otherwise those right-wingers will rise to power in the next elections. The government's ability to manœuvre is limited. But apartheid is dying, and I'm convinced that mixed marriages will be authorized in the coming two years.*

At Miami, I had some problems with Jesse Jackson who was campaigning for the presidential nomination. He said that the presence at the Miami 3 Hours of a South African team was an insult to the blacks in the community. There I was, getting off the plane, not knowing any of this. I had flown in directly from Portugal. All of the press was there, radio, television. I told them that Jackson's campaign seemed to be off to a bad start if he needed to win a couple of votes by attacking a little team like ours. You know, at the RAC, I had met some people from the Lada team. The USSR and South Africa are diametrically opposed, politically. What do you think happened? We didn't arm ourselves with wrenches and do battle. We exchanged some friendly advice and sandwiches."

"MY PERSONAL FEELING IS THAT I BELONG TO A WHITE TRIBE IN AFRICA."

Does politics interest him? *"Sport is very important in South Africa, and a number of sporting celebrities went on into politics, such as the Springbok David De Villiers who is now a minister in the government. When you travel a much as I do, sport makes you reflect on what you see. Go into politics? Why not, some day, if I have the feeling that I can be of some use?"*

For the moment, this former accountant who was bored to tears behind a desk has other things to think about. First of all to try and win the IMSA championship, which won't be easy, even if Robin Herd has concocted a March 84B especially for him which some people are already calling a March 85. After that, he'll be trying next year to juggle a two-pronged career between IMSA and Endurance. In order to finally establish himself as a big fish in a big pond. □

There's an art in picking the right one.

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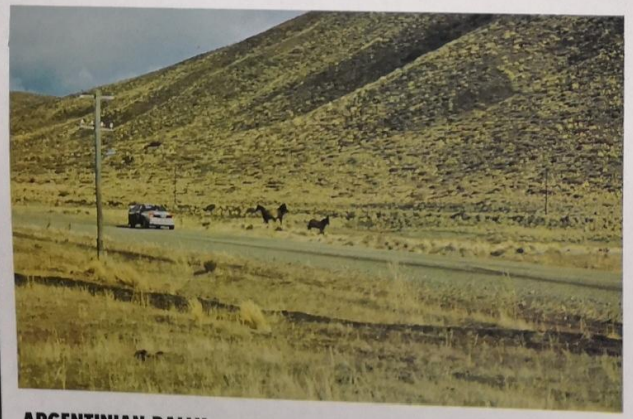
COMING UP AUGUST 17 IN GRAND PRIX INTERNATIONAL

GERMAN GRAND PRIX

This championship is spicing up . Lauda is baring his fangs , with de Angelis reeling those points in slowly but surely and it looks as though Piquet is rehearsing for his end of season drama that we saw last year. However, Hockenheim is not kind on engines.



ARGENTINIAN RALLY

The specialists say it'll be Audi. And so do we! The reason being that the German constructor is the only one to have entered for the rally. It's a shame for the championship, but, apparently, Argentina is a great place to go to at this time of the year.

MOSPORT 1000 KM

Group C have gone over to conquer the New World. A quick detour to Mosport before going on to the big time at Daytona next February. Not everyone's gone over for that race either, but it seems that Endurance is worth exporting out of the EEC. Sounds like good news.

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Quebec H2Y 2AU - Tel.: (514) 282.13.31

EDITOR
Keith Botsford

MANAGING EDITOR
Didier Braillon

ARTISTIC DIRECTOR
Pascal Tournaire

PUBLISHING DIRECTOR
Régis Lacroix

EDITORIAL STAFF
Rallies Editor: Cyril Frey
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PHOTOGRAPHY
Bernard Asset, Reinhard Klein, DPPI (Thierry Bovy, Stéphane Foulon, Eric Vargiolu, Gilles Levent)

SUBEDITORS AND TRANSLATORS
Nathalie Favre-Gilly, Vincent Rozel, Nevin Hickmet

DESIGN STAFF
Alain Convard, Jean-Bernard Blanchet, Cédric Puyenchet, Laurent Cellier, Cathy Artiglia, Valérie Rouzaud

EDITORIAL COORDINATORS
Martine Freour, assistants: Nathalie Rodride, Gislaine Champion

CONTRIBUTORS
Bob Constanduros, Franco Lini, Heinz Prüller, Jeff Hutchinson, Giancarlo Baccini, Mike Doodson

PHOTOGRAPHERS
Harald Strebelle, Gamma (Bernard Bakalian), David Winter, Autopress, André Marzoli

ILLUSTRATORS
Didier Bussat, Jean-Marc Monceau

INTERNATIONAL ADVERTISING
Robin Goodman
ADVERTISING: ENGLAND
Stuart Dent
ADVERTISING: FRANCE
Caroline Duret
INTERNATIONAL SECRETARY
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SUBSCRIPTION SERVICES: United Kingdom: Grand Prix Subscriptions, Oakfield House, Perrymont Road, Haywards Heath, W Sussex. Tel: 0444 459188. Subscription: 1 year, £40. France: Josiane Germe, 7, rue de Lille, 75007 Paris. Tel: (1) 260 34 65, Telex: 270096. Subscription: 1 year, 400FF. North America - GPI, 387, rue Saint-Paul Ouest, Room 204, Montreal, Quebec H2Y 2A7. Canada: 1 year 2nd class CDN $ 98. USA: 1 year 1st class only US $ 110.

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BBS REWRITE THE STORY OF THE WHEEL. IN THREE PARTS.

This is the BBS RS 3-part wheel.

As you can see from the illustration below, it has a split rim, so it weighs considerably less than ordinary alloy wheels. True to form it also runs far, far more precisely. (After all, we build the wheels used by Porsche when they win Le Mans and by BMW on their very high performance 635 CSiM.)

The RS wheel is not only built to the most exacting standards possible, it's also built to BBS standards. So high are these, we insist on making all 32 bolts on the wheel ourselves.

We then drive it more than 1200 miles, carrying two and a half times the normal wheel load.

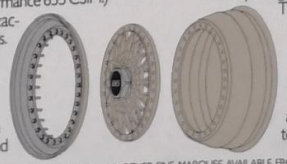
We simulate cornering 800,000 times at high speed. To gain the much prized but seldom awarded TUV approval from the German government, we need only have done so 200,000 times.

We then spray salt for 300 hours to be sure every wheel will resist corrosion. We even X-ray the centre looking for the minutest flaw. Finally, we give every wheel a two year guarantee.

Not surprisingly, the RS wheel is the only 3-part wheel to achieve TUV approval.

At £200 a rim, it's not only the best road wheel in the world, it's also the most expensive.

If it's any consolation, we spared no expense building it. (This is true of every wheel we build, even our very much less expensive range of standard alloy wheels.) As the distributors below will only too readily tell you.



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